

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

15

Campbell County
City of Lynchburg
Town of Altavista
Town of Brookneal

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Campbell Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | | |
|-------|-----------------------|-------------------------------|------|-------|-------|-----|-------------------------------------|--------|--------|--------|----|-------------|-------|---------------|-------|-------|---|--|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| | | | | | | | From: Bedford County Line | | | | | | | | | | | |
| 24 | Colonial Hwy | Campbell County | 2.06 | 380 | G | 87% | 3% | 4% | 3% | 4% | 0% | C | 0.13 | F | 0.596 | 390 | G | |
| | | | | | | | To: 15-811 Near Evington | | | | | | | | | | | |
| 24 | Colonial Hwy | Campbell County | 6.68 | 1100 | G | 87% | 3% | 4% | 3% | 4% | 0% | F | 0.116 | F | 0.566 | 1200 | G | |
| | | | | | | | From: US 29 | | | | | | | | | | | |
| 24 | Colonial Hwy | Campbell County | 4.32 | 3000 | G | 92% | 2% | 1% | 1% | 4% | 0% | C | 0.093 | F | 0.551 | 3100 | G | |
| | | | | | | | To: US 501 SW of Rustburg | | | | | | | | | | | |
| 24 | 501 Campbell Hwy | Campbell County | 0.92 | 9800 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.087 | F | 0.537 | 10000 | G | |
| | | | | | | | To: US 501 SW of Rustburg | | | | | | | | | | | |
| 24 | Village Hwy | Campbell County | 6.38 | 4000 | G | 90% | 1% | 2% | 1% | 6% | 0% | F | 0.095 | F | 0.717 | 4100 | G | |
| | | | | | | | To: 15-656 | | | | | | | | | | | |
| 24 | Village Hwy | Campbell County | 3.16 | 3000 | G | 90% | 1% | 2% | 1% | 6% | 0% | C | 0.092 | F | 0.542 | 3100 | G | |
| | | | | | | | To: W US 460 | | | | | | | | | | | |
| 24 | 460 Lynchburg Hwy | Campbell County | 0.11 | 17000 | N | 93% | 0% | 1% | 1% | 4% | 0% | N | 0.086 | N | 0.603 | 18000 | N | |
| | | | | | | | To: Appomattox County Line | | | | | | | | | | | |
| | | | | | | | From: Pittsylvania County Line | | | | | | | | | | | |
| 29 | Wards Rd | Campbell County | 0.72 | 11000 | G | 83% | 1% | 1% | 1% | 14% | 1% | F | 0.071 | F | 0.553 | 11000 | G | |
| | | | | | | | To: SR 43 Bedford Ave | | | | | | | | | | | |
| 29 | Wards Rd | Campbell County | 3.40 | 19000 | G | 83% | 1% | 1% | 1% | 14% | 1% | F | 0.079 | F | 0.537 | 20000 | G | |
| | | | | | | | From: 15-712 | | | | | | | | | | | |
| 29 | Wards Rd | Campbell County | 0.24 | 19000 | N | 83% | 1% | 1% | 1% | 14% | 1% | N | 0.079 | N | 0.537 | 20000 | N | |
| | | | | | | | To: BUS US 29 N of Altavista | | | | | | | | | | | |
| 29 | Wards Rd | Campbell County | 4.24 | 17000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.076 | F | 0.569 | 18000 | G | |
| | | | | | | | To: 15-696 Marysville Rd | | | | | | | | | | | |
| 29 | Wards Rd | Campbell County | 4.99 | 18000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.078 | F | 0.602 | 18000 | G | |
| | | | | | | | To: SR 24 Colonial Hwy | | | | | | | | | | | |
| 29 | Wards Rd | Campbell County | 4.58 | 19000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.082 | F | 0.613 | 19000 | G | |
| | | | | | | | From: 15-738 English Tavern Rd | | | | | | | | | | | |
| 29 | Wards Rd | Campbell County | 1.85 | 29000 | A | 93% | 0% | 1% | 1% | 5% | 0% | C | 0.094 | A | 0.566 | 30000 | A | |
| | | | | | | | To: US 460 Lynchburg Hwy; Bus US 29 | | | | | | | | | | | |
| | | | | | | | From: US 460; Bus US 29 Wards Rd | | | | | | | | | | | |
| 29 | 460 Lynchburg Hwy | Campbell County | 0.14 | 35000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.098 | F | 0.64 | 37000 | G | |
| | | | | | | | To: SCL Lynchburg | | | | | | | | | | | |
| 29 | 460 Lynchburg Hwy | City of Lynchburg (Maint: 15) | 1.13 | 35000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.098 | F | 0.64 | 37000 | G | |
| | | | | | | | To: Candler Mountain Rd | | | | | | | | | | | |
| 29 | 460 Lynchburg Hwy | City of Lynchburg (Maint: 15) | 0.44 | 29000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | F | 0.649 | 31000 | G | |
| | | | | | | | To: US 501 | | | | | | | | | | | |
| 29 | 460 501 Lynchburg Hwy | City of Lynchburg (Maint: 15) | 2.36 | 29000 | A | 93% | 0% | 1% | 1% | 4% | 0% | C | 0.118 | A | 0.533 | 31000 | A | |
| | | | | | | | To: US 501 Campbell Ave | | | | | | | | | | | |

Virginia Department of Transportation
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2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Campbell Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-----------------------------------------------------------------|-----------------------------------------|--------|-------|-----|-------|-----|-------|--------|--------|--------|-------|----------|-------|------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 29 460 Lynchburg Hwy | From: US 501 Campbell Ave | | | | | | | | | | | | | | | |
| | City of Lynchburg (Maint: 15) | 2.00 | 27000 | N | 93% | 0% | 1% | 1% | 4% | 0% | N | 0.083 | N | 0.539 | 29000 | N |
| 29 | To: US 29 | | | | | | | | | | | | | | | |
| | Campbell County | 0.93 | 17000 | F | 88% | 1% | 1% | 1% | 9% | 0% | F | NA | | NA | | |
| <i>Lynchburg, Madison Heights Bypass completed October 2005</i> | | | | | | | | | | | | | | | | |
| 29 | To: SCL Lynchburg | | | | | | | | | | | | | | | |
| | City of Lynchburg (Maint: 15) | 0.33 | 17000 | F | 88% | 1% | 1% | 1% | 9% | 0% | F | NA | | NA | | |
| <i>Lynchburg, Madison Heights Bypass completed October 2005</i> | | | | | | | | | | | | | | | | |
| Bus 29 Main Street | To: NCL Lynchburg | | | | | | | | | | | | | | | |
| | From: Pittsylvania County Line | | | | | | | | | | | | | | | |
| Town of Hurt (Maint: 15) | 0.03 | 7600 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.097 | F | 0.558 | 7800 | G | |
| Bus 29 Main Street | To: SCL Altavista | | | | | | | | | | | | | | | |
| | From: NCL Hurt | | | | | | | | | | | | | | | |
| Town of Altavista (Maint: 15) | 0.29 | 7600 | N | 98% | 0% | 1% | 0% | 1% | 0% | N | 0.097 | N | 0.558 | 7800 | N | |
| Bus 29 Main Street | To: SR 43; Bedford Ave | | | | | | | | | | | | | | | |
| | Town of Altavista (Maint: 15) | 0.34 | 9900 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.092 | F | 0.518 | 10000 | G |
| Bus 29 Main Street | To: Pittsylvania Ave | | | | | | | | | | | | | | | |
| | Town of Altavista (Maint: 15) | 0.30 | 13000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.081 | F | 0.559 | 13000 | G |
| Bus 29 Main Street | To: Amherst Ave | | | | | | | | | | | | | | | |
| | Town of Altavista (Maint: 15) | 0.49 | 12000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.086 | F | 0.538 | 13000 | G |
| Bus 29 Main Street | To: Wood Lane | | | | | | | | | | | | | | | |
| | Town of Altavista (Maint: 15) | 0.64 | 12000 | G | 97% | 0% | 1% | 1% | 2% | 0% | C | 0.087 | F | 0.541 | 13000 | G |
| Bus 29 Main Street | To: Lynch Mill Rd | | | | | | | | | | | | | | | |
| | Town of Altavista (Maint: 15) | 1.36 | 9600 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.087 | F | 0.563 | 9800 | G |
| Bus 29 | To: NCL Altavista | | | | | | | | | | | | | | | |
| | Campbell County | 0.17 | 9600 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.087 | F | 0.563 | 9800 | G |
| Bus 29 Wards Rd | To: US 29, 15-712 | | | | | | | | | | | | | | | |
| | From: US 460 South of Lynchburg | | | | | | | | | | | | | | | |
| Campbell County | 0.31 | 29000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.075 | F | 0.559 | 30000 | G | |
| Bus 29 Wards Road | To: SCL Lynchburg | | | | | | | | | | | | | | | |
| | City of Lynchburg | 1.64 | 35000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.078 | F | 0.544 | 36000 | G |
| Bus 29 501 Lynchburg Expressway | To: US 501; SR 163 Lynchburg Expressway | | | | | | | | | | | | | | | |
| | From: SR 163 Wards Rd | | | | | | | | | | | | | | | |
| City of Lynchburg | 0.34 | 45000 | N | 93% | 0% | 1% | 1% | 5% | 0% | N | 0.090 | N | 0.548 | 46000 | N | |
| Bus 29 Lynchburg Expressway | To: Candler Mt Rd | | | | | | | | | | | | | | | |
| | City of Lynchburg | 1.37 | 45000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.090 | F | 0.548 | 46000 | G |
| <i>To: Odd Fellows Rd</i> | | | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--------------------------------|----------------------------------------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bus 29 Lynchburg Expressway | From: Odd Fellows Rd City of Lynchburg | 1.46 | 45000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.087 | F | 0.539 | 46000 | G |
| Bus 29 Lynchburg Expressway | To: Kemper Street From: City of Lynchburg | 1.02 | 45000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.089 | F | 0.525 | 47000 | G |
| Bus 29 Lynchburg Expressway | To: Main Street From: City of Lynchburg | 0.22 | 34000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.085 | F | 0.549 | 35000 | G |
| | To: Amherst County Line | | | | | | | | | | | | | | | |
| 40 501 Lusardi Dr | From: Halifax County Line Campbell County | 0.09 | 5200 | G | 88% | 0% | 1% | 1% | 9% | 0% | F | 0.088 | F | 0.6 | 5400 | G |
| 40 501 Lusardi Dr | To: SCL Brookneal From: Town of Brookneal (Maint: 15) | 0.76 | 5200 | N | 88% | 0% | 1% | 1% | 9% | 0% | N | 0.088 | N | 0.6 | 5400 | N |
| 40 Wickliffe Ave | To: US 501 From: Town of Brookneal (Maint: 15) | 0.87 | 2800 | G | 83% | 0% | 1% | 1% | 15% | 0% | F | 0.088 | F | 0.637 | 2900 | G |
| 40 Wickliffe Ave | To: ECL Brookneal From: Campbell County | 1.97 | 2800 | N | 83% | 0% | 1% | 1% | 15% | 0% | N | 0.088 | N | 0.637 | 2900 | N |
| 40 Wickliffe Ave | To: 15-605 From: Campbell County | 2.15 | 1800 | G | 83% | 0% | 1% | 1% | 15% | 0% | F | 0.090 | F | 0.599 | 1900 | G |
| | To: Charlotte County Line | | | | | | | | | | | | | | | |
| 43 Bedford Hwy | From: Main Street Town of Altavista (Maint: 15) | 0.49 | 5200 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.101 | F | 0.579 | 5300 | G |
| 43 Bedford Hwy | To: Myrtle Lane From: Town of Altavista (Maint: 15) | 0.50 | 4700 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.112 | F | 0.634 | 4800 | G |
| 43 Bedford Hwy | To: Broad Street From: Town of Altavista (Maint: 15) | 0.59 | 4200 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.125 | F | 0.572 | 4300 | G |
| 43 Bedford Hwy | To: WCL Altavista From: Campbell County | 1.79 | 3200 | G | 95% | 1% | 1% | 1% | 2% | 0% | C | 0.087 | F | 0.525 | 3200 | G |
| 43 Bedford Hwy | To: 15-628 Bishop Creek Rd From: Campbell County | 4.69 | 860 | G | 95% | 1% | 2% | 1% | 1% | 0% | C | 0.096 | F | 0.528 | 880 | G |
| 43 Bedford Hwy | To: 15-682 Leesville From: Campbell County | 1.26 | 290 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.18 | F | 0.844 | 290 | G |
| | To: Bedford County Line | | | | | | | | | | | | | | | |
| 128 Candler Mt Rd | From: US 29 Bus Wards Rd City of Lynchburg | 0.29 | 18000 | G | 90% | 4% | 2% | 1% | 4% | 0% | F | 0.088 | F | 0.567 | 20000 | G |
| 128 501 Candler Mtn Rd | To: US 501 Lynchburg Exp From: City of Lynchburg | 0.40 | 35000 | G | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.084 | F | 0.539 | 39000 | G |
| 128 Mayflower Dr | To: RT 501 W From: City of Lynchburg | 0.40 | 35000 | G | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.084 | F | 0.539 | 39000 | G |
| | To: RT 501 E From: City of Lynchburg | 1.30 | 7800 | G | 90% | 4% | 2% | 1% | 4% | 0% | C | 0.094 | F | 0.538 | 8600 | G |
| | To: US 501 Candler Mt Rd From: City of Lynchburg | 1.30 | 7800 | G | 90% | 4% | 2% | 1% | 4% | 0% | C | 0.094 | F | 0.538 | 8600 | G |
| | To: Odd Fellows Rd | | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|----------------------|----------------------------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 128 Mayflower Dr | From: Odd Fellows Rd | | | | | | | | | | | | | | | |
| | City of Lynchburg | 1.48 | 2000 | G | 97% | 2% | 1% | 0% | 0% | 0% | C | 0.102 | F | 0.681 | 2200 | G |
| | To: US 501 Bus Campbell Ave | | | | | | | | | | | | | | | |
| 163 Wards Road | From: Bus US 29, US 501 Lynchburg Expressway | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.44 | 17000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.504 | 19000 | G |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| 163 Wards Road | From: SR 128 Candler Mtn Rd | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.42 | 23000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.514 | 26000 | G |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| Bus 163 460 Fort Ave | From: Bus US 460 Fort Avenue | | | | | | | | | | | | | | | |
| | City of Lynchburg | 1.19 | 22000 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.085 | F | 0.554 | 24000 | F |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| 163 Memorial Ave | From: Memorial Ave | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.60 | 10000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | NA | | 11000 | G | |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| 163 Memorial Ave | From: Oakley Ave | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.47 | 11000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.09 | F | 0.54 | 12000 | F |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| 163 Memorial Ave | From: Park Ave | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.33 | 12000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.599 | 13000 | G |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| 163 5th Street | From: Langhorne Rd | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.17 | 14000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.086 | F | 0.502 | 16000 | G |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| 163 5th Street | From: Pollard St | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.26 | 14000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.086 | F | 0.534 | 16000 | G |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| 163 5th Street | From: Pierce St | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.27 | 14000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.089 | F | 0.503 | 15000 | G |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| 163 5th Street | From: Park Ave | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.38 | 16000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.082 | F | 0.513 | 18000 | G |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| 163 5th Street | From: Clay St | | | | | | | | | | | | | | | |
| | City of Lynchburg | 0.57 | 15000 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.091 | F | 0.643 | 16000 | G |
| | To: SR 163 formerly Bus US 29 | | | | | | | | | | | | | | | |
| | To: Amherst County Line | | | | | | | | | | | | | | | |

Virginia Department of Transportation
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Campbell Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--------------------------------|-------------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| From: WCL Lynchburg | | | | | | | | | | | | | | | | |
| 221 Lakeside Dr | City of Lynchburg | 0.53 | 26000 | F | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.086 | F | 0.542 | 29000 | F |
| To: Lynchburg Expressway | | | | | | | | | | | | | | | | |
| 221 Lakeside Dr | City of Lynchburg | 0.94 | 14000 | F | 98% | 0% | 1% | 1% | 1% | 0% | C | 0.088 | F | 0.619 | 16000 | F |
| To: Forest Brook Rd | | | | | | | | | | | | | | | | |
| 221 Lakeside Dr | City of Lynchburg | 1.52 | 13000 | F | 98% | 1% | 1% | 0% | 1% | 0% | C | 0.084 | F | 0.537 | 14000 | F |
| To: Old Forest Rd | | | | | | | | | | | | | | | | |
| 221 Lakeside Dr | City of Lynchburg | 0.15 | 16000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.081 | F | 0.586 | 18000 | F |
| To: Oakley Ave | | | | | | | | | | | | | | | | |
| From: Lakeside Dr | | | | | | | | | | | | | | | | |
| 221 Oakley Ave | City of Lynchburg | 0.57 | 9100 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.085 | F | 0.532 | 10000 | F |
| To: Bus US 29 Memorial Ave | | | | | | | | | | | | | | | | |
| From: Memorial Ave | | | | | | | | | | | | | | | | |
| 221 Oakley Ave | City of Lynchburg | 0.24 | 11000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.085 | F | 0.621 | 12000 | G |
| To: Bus US 460 Fort Ave | | | | | | | | | | | | | | | | |
| From: Bus US 460 Oakley Ave | | | | | | | | | | | | | | | | |
| Bus 221 460 Fort Ave | City of Lynchburg | 0.42 | 12000 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.089 | F | 0.511 | 13000 | G |
| To: 118-6029 Fort Ave | | | | | | | | | | | | | | | | |
| From: 118-6029 Fort Ave | | | | | | | | | | | | | | | | |
| Bus 221 460 12th St | City of Lynchburg | 0.25 | 12000 | N | 97% | 1% | 1% | 0% | 1% | 0% | N | 0.089 | N | 0.511 | 13000 | N |
| To: Bus US 501 Campbell Ave | | | | | | | | | | | | | | | | |
| From: Bus US 501 Campbell Ave | | | | | | | | | | | | | | | | |
| Bus 221 460 501 12th Street | City of Lynchburg | 0.18 | 7500 | F | 96% | 1% | 1% | 0% | 1% | 0% | C | 0.086 | F | 0.565 | 8200 | F |
| To: Kemper St | | | | | | | | | | | | | | | | |
| From: Kemper St | | | | | | | | | | | | | | | | |
| Bus 221 460 501 Kemper St | City of Lynchburg | 0.41 | 11000 | F | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.092 | F | 0.602 | 12000 | F |
| To: US 29 Lynchburg Expressway | | | | | | | | | | | | | | | | |
| From: Bedford County Line | | | | | | | | | | | | | | | | |
| 460 Lynchburg Hwy | Campbell County | 1.37 | 22000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.087 | F | 0.571 | 23000 | G |
| To: Bus US 460 | | | | | | | | | | | | | | | | |
| From: Bus US 460 | | | | | | | | | | | | | | | | |
| 460 Lynchburg Hwy | Campbell County | 3.91 | 19000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.095 | F | 0.609 | 20000 | G |
| To: 15-678 Airport Rd | | | | | | | | | | | | | | | | |
| From: 15-678 Airport Rd | | | | | | | | | | | | | | | | |
| 460 Lynchburg Hwy | Campbell County | 1.25 | 32000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.09 | F | 0.6 | 33000 | G |
| To: US 29; Bus US 29 Wards Rd | | | | | | | | | | | | | | | | |
| From: Bus US 29 Wards Rd | | | | | | | | | | | | | | | | |
| 460 29 Lynchburg Hwy | Campbell County | 0.14 | 35000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.098 | F | 0.64 | 37000 | G |
| To: SCL Lynchburg | | | | | | | | | | | | | | | | |
| From: SCL Lynchburg | | | | | | | | | | | | | | | | |
| 460 29 Lynchburg Hwy | City of Lynchburg (Maint: 15) | 1.13 | 35000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.098 | F | 0.64 | 37000 | G |
| To: Candler Mountain Rd | | | | | | | | | | | | | | | | |
| From: Candler Mountain Rd | | | | | | | | | | | | | | | | |
| 460 29 Lynchburg Hwy | City of Lynchburg (Maint: 15) | 0.44 | 29000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | F | 0.649 | 31000 | G |
| To: US 501 | | | | | | | | | | | | | | | | |
| From: US 501 | | | | | | | | | | | | | | | | |
| 460 29 501 Lynchburg Hwy | City of Lynchburg (Maint: 15) | 2.36 | 29000 | A | 93% | 0% | 1% | 1% | 4% | 0% | C | 0.118 | A | 0.533 | 31000 | A |
| To: US 501 Campbell Ave | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
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2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Campbell Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------------------------------|---------------------------------------------------------------------------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bus 460 Fort Ave | From: Bus US 29 Memorial Ave City of Lynchburg | 0.57 | 25000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.09 | F | 0.55 | 26000 | G |
| Bus 460 221 Fort Ave | To: US 221 Oakley Ave From: City of Lynchburg | 0.42 | 12000 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.089 | F | 0.511 | 13000 | G |
| Bus 460 221 12th St | To: 118-6029 Fort Ave From: City of Lynchburg | 0.25 | 12000 | N | 97% | 1% | 1% | 0% | 1% | 0% | N | 0.089 | N | 0.511 | 13000 | N |
| Bus Bus 460 221 501 12th Street | To: Bus US 501 Campbell Ave From: City of Lynchburg | 0.18 | 7500 | F | 96% | 1% | 1% | 0% | 1% | 0% | C | 0.086 | F | 0.565 | 8200 | F |
| Bus Bus 460 221 501 Kemper St | To: Kemper St From: 12th Street City of Lynchburg | 0.41 | 11000 | F | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.092 | F | 0.602 | 12000 | F |
| Bus Bus 460 501 Kemper St | To: Bus US 29 Lynchburg Expressway From: US 29 Lynchburg Expressway City of Lynchburg | 0.34 | 12000 | F | 96% | 1% | 1% | 1% | 2% | 0% | C | 0.093 | F | 0.604 | 13000 | F |
| Bus Bus 460 501 Campbell Ave | To: Campbell Ave From: Kemper St City of Lynchburg | 0.88 | 19000 | G | 93% | 1% | 3% | 2% | 2% | 0% | C | 0.095 | F | 0.631 | 21000 | G |
| Bus Bus 460 501 Campbell Ave | To: Mayflower Dr From: City of Lynchburg | 0.48 | 18000 | G | 93% | 1% | 3% | 2% | 2% | 0% | F | 0.093 | F | 0.617 | 20000 | G |
| Bus Bus 460 501 Campbell Ave | To: Florida Ave From: City of Lynchburg | 0.23 | 21000 | G | 93% | 1% | 3% | 2% | 2% | 0% | F | 0.098 | F | 0.591 | 23000 | G |
| 501 40 Lusardi Dr | To: US 460 Richmond Hwy From: Halifax County Line Campbell County | 0.09 | 5200 | G | 88% | 0% | 1% | 1% | 9% | 0% | F | 0.088 | F | 0.6 | 5400 | G |
| 501 40 Lusardi Dr | To: SCL Brookneal From: Town of Brookneal (Maint: 15) | 0.76 | 5200 | N | 88% | 0% | 1% | 1% | 9% | 0% | N | 0.088 | N | 0.6 | 5400 | N |
| 501 Lynchburg Ave | To: SR 40 Wickliffe Ave From: Town of Brookneal (Maint: 15) | 1.52 | 7200 | G | 92% | 1% | 1% | 1% | 6% | 0% | C | 0.086 | F | 0.511 | 7400 | G |
| 501 Brookneal Hwy | To: NCL Brookneal From: Campbell County | 1.40 | 7200 | N | 92% | 1% | 1% | 1% | 6% | 0% | N | 0.086 | N | 0.511 | 7400 | N |
| 501 Brookneal Hwy | To: 15-633 Phelps Creek Rd From: Campbell County | 3.48 | 4700 | G | 92% | 1% | 1% | 1% | 6% | 0% | F | 0.077 | F | 0.524 | 4800 | G |
| 501 Brookneal Hwy | To: 15-917 Railview Rd From: Campbell County | 4.79 | 5400 | G | 92% | 1% | 1% | 1% | 6% | 0% | F | 0.083 | F | 0.568 | 5500 | G |
| 501 Brookneal Hwy | To: 15-761 Long Island Rd From: Campbell County | 8.33 | 6100 | G | 92% | 1% | 1% | 1% | 6% | 0% | F | 0.084 | F | 0.668 | 6200 | G |
| 501 24 Campbell Hwy | To: SR 24 W, Colonial Hwy From: Campbell County | 0.92 | 9800 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.087 | F | 0.537 | 10000 | G |
| | To: SR 24 E, Village Hwy | | | | | | | | | | | | | | | |

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Campbell Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---------------------------------|-------------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 501 Campbell Hwy | Campbell County | 4.15 | 8600 | A | 97% | 0% | 1% | 0% | 2% | 0% | C | 0.113 | A | 0.658 | 9500 | A |
| 501 Campbell Hwy | Campbell County | 2.82 | 9400 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.102 | F | 0.677 | 9600 | G |
| 501 Campbell Ave | City of Lynchburg | 0.99 | 12000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.098 | F | 0.677 | 13000 | G |
| 501 460 29 Lynchburg Hwy | City of Lynchburg (Maint: 15) | 2.36 | 29000 | A | 93% | 0% | 1% | 1% | 4% | 0% | C | 0.118 | A | 0.533 | 31000 | A |
| 501 | City of Lynchburg | 0.59 | 26000 | G | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.090 | F | 0.546 | 29000 | G |
| 501 128 Candler Mtn Rd | City of Lynchburg | 0.40 | 35000 | G | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.084 | F | 0.539 | 39000 | G |
| 501 Bus 29 Lynchburg Expressway | City of Lynchburg | 0.34 | 45000 | N | 93% | 0% | 1% | 1% | 5% | 0% | N | 0.090 | N | 0.548 | 46000 | N |
| 501 Lynchburg Expressway | City of Lynchburg | 1.51 | 40000 | F | 96% | 1% | 1% | 1% | 2% | 0% | C | 0.090 | F | 0.509 | 44000 | F |
| 501 Lynchburg Expressway Ext | City of Lynchburg | 1.21 | 40000 | G | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.088 | F | 0.539 | 44000 | G |
| 501 Lynchburg Expressway | City of Lynchburg | 1.24 | 31000 | F | 96% | 0% | 1% | 1% | 2% | 0% | C | 0.088 | F | 0.505 | 34000 | F |
| 501 Lynchburg Expressway | City of Lynchburg | 1.54 | 13000 | G | 96% | 0% | 1% | 1% | 2% | 0% | C | 0.087 | F | 0.554 | 15000 | G |
| 501 Lynchburg Expressway | City of Lynchburg | 1.86 | 13000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.089 | F | 0.535 | 14000 | G |
| 501 Boonsboro Rd | City of Lynchburg | 1.80 | 8900 | G | 96% | 0% | 1% | 0% | 2% | 0% | C | 0.095 | F | 0.608 | 9800 | G |
| 501 Bus 460 Campbell Ave | City of Lynchburg | 0.23 | 21000 | G | 93% | 1% | 3% | 2% | 2% | 0% | F | 0.098 | F | 0.591 | 23000 | G |
| 501 Bus 460 Campbell Ave | City of Lynchburg | 0.48 | 18000 | G | 93% | 1% | 3% | 2% | 2% | 0% | F | 0.093 | F | 0.617 | 20000 | G |
| 501 Bus 460 Campbell Ave | City of Lynchburg | 0.88 | 19000 | G | 93% | 1% | 3% | 2% | 2% | 0% | C | 0.095 | F | 0.631 | 21000 | G |
| 501 Bus 460 Kemper St | City of Lynchburg | 0.34 | 12000 | F | 96% | 1% | 1% | 1% | 2% | 0% | C | 0.093 | F | 0.604 | 13000 | F |

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 Campbell Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-----------------------------------------------------|-------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| From: [] To: [] Bus 501 221 460 Kemper St | City of Lynchburg | 0.41 | 11000 | F | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.092 | F | 0.602 | 12000 | F |
| From: [] To: [] Bus 501 221 460 12th Street | City of Lynchburg | 0.18 | 7500 | F | 96% | 1% | 1% | 0% | 1% | 0% | C | 0.086 | F | 0.565 | 8200 | F |
| From: [] To: [] Bus 501 Campbell Ave | City of Lynchburg | 0.23 | 9200 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.733 | 10000 | G |
| From: [] To: [] Bus 501 Langhorne Rd | City of Lynchburg | 0.27 | 10000 | F | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.083 | F | 0.527 | 11000 | F |
| From: [] To: [] Bus 501 Langhorne Rd | City of Lynchburg | 0.29 | 18000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.546 | 20000 | G |
| From: [] To: [] Bus 501 Langhorne Rd | City of Lynchburg | 1.06 | 14000 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.09 | F | 0.526 | 15000 | G |
| From: [] To: [] Bus 501 Langhorne Rd | City of Lynchburg | 0.47 | 11000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.099 | F | 0.703 | 12000 | F |
| From: [] To: [] Bus 501 Langhorne Rd | City of Lynchburg | 1.37 | 8600 | G | 99% | 1% | 0% | 0% | 0% | 0% | C | 0.089 | F | 0.666 | 9400 | G |
| From: [] To: [] Bus 501 Rivermont Terrace | City of Lynchburg | 0.25 | 6100 | G | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.097 | F | 0.726 | 6700 | G |
| From: [] To: [] Bus 501 Rivermont Ave | City of Lynchburg | 0.44 | 17000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.091 | F | 0.565 | 18000 | G |
| From: [] To: [] Bus 501 Boonsboro Rd | City of Lynchburg | 0.76 | 14000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.092 | F | 0.585 | 15000 | G |
| From: [] To: [] Bus 501 Boonsboro Rd | City of Lynchburg | 1.75 | 13000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.093 | F | 0.558 | 14000 | G |

Virginia Department of Transportation
 Traffic Engineering Division
 2005
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 Campbell Operational Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (F625) | 0.40 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (F626) | 0.16 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (F793) | 0.10 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| City of Lynchburg | | | | | | | | | | | | | | | | |
| (F794) | 1.16 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (F864) | 0.12 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (F905) Memo Rd | 0.20 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (F906) | 0.40 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (F907) | 0.78 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (F974) Martin Dr | 0.14 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| City of Lynchburg | | | | | | | | | | | | | | | | |
| (F975) | 0.46 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (F976) Training Center Rd | 0.38 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (608 ₀₆) Stonewall Rd | 0.19 | 2100 | F | 92% | 1% | 3% | 3% | 2% | 0% | C | 0.093 | F | 0.578 | 2100 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (609 ₀₅) Phoebe Pond Rd | 0.11 | 380 | R | | | | | | | | | | | | | 05/11/2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (609 ₀₆) Phoebe Pond Rd | 0.05 | 350 | R | | | | | | | | | | | | | 05/11/2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (609 ₀₆) Stage Rd | 1.70 | 470 | R | | | | | | | | | | | | | 04/20/2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (609 ₀₆) Stage Rd | 1.10 | 850 | N | 77% | 2% | 1% | 19% | 1% | 0% | N | 0.097 | N | 0.512 | 870 | N | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (718 ₀₆) | 0.20 | 390 | R | | | | | | | | | | | | | 04/08/2002 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (741 ₀₆) Station Lane | 0.13 | 80 | R | | | | | | | | | | | | | 04/08/2002 |
| | | | | | | | | | | | | | | | | |

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Campbell Operational Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------------------------------------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1500/05) Abbey Pl | 0.11 | 40 | R | | | From: Campbell County Line To: Cul-de-Sac | | | | | NA | | | NA | | 04/28/2004 |
| (600) | 2.30 | 270 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.11 | F | 0.559 | 270 | G | 2005 |
| (600) | 1.81 | 320 | R | | | From: SR 40 S, Wickliffe Ave To: 15-619 Patrick Henry Dr | | | | | NA | | | NA | | 08/17/2004 |
| (600) Sugar Hill Rd | 1.87 | 930 | G | 96% | 0% | 2% | 1% | 1% | 0% | C | 0.097 | F | 0.544 | 960 | G | 2005 |
| (600) Sugar Hill Rd | 2.17 | 610 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.104 | F | 0.535 | 630 | G | 2005 |
| (600) Sugar Hill Rd | 3.41 | 450 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.097 | F | 0.553 | 460 | G | 2005 |
| (600) Sugar Hill Rd | 0.78 | 530 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.091 | F | 0.571 | 550 | G | 2005 |
| (600) Sugar Hill Rd | 1.20 | 590 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.096 | F | 0.575 | 610 | G | 2005 |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (601) Juniper Cliff Rd | 0.84 | 340 | G | 97% | 2% | 1% | 0% | 0% | 0% | C | 0.106 | F | 0.513 | 350 | G | 2005 |
| Campbell County | | | | | | | | | | | | | | | | |
| (601) Juniper Cliff Rd | 1.00 | 340 | N | 97% | 2% | 1% | 0% | 0% | 0% | N | 0.106 | N | 0.513 | 350 | N | 2005 |
| (601) Hat Creek Rd | 9.24 | 510 | R | | | From: 15-605 W, Swinging Bridge Rd To: 15-605 EAST | | | | | NA | | | NA | | 07/17/2001 |
| (602) Davidson Rd | 1.00 | 270 | R | | | From: Dead End To: 15-605 | | | | | NA | | | NA | | 07/17/2001 |
| (603) Mud St | 3.00 | 510 | R | | | From: 15-646 To: 06-604; 06-649 | | | | | NA | | | NA | | 07/09/2001 |
| (604) Red Oak School Rd | 5.00 | 120 | R | | | From: 15-651 To: 15-731 | | | | | NA | | | NA | | 07/09/2001 |
| (604) Red Oak School Rd | 0.40 | 40 | R | | | From: Dead End To: 15-633 WEST | | | | | NA | | | NA | | 08/10/2004 |
| (605) Whipping Creek Rd | 3.58 | 260 | R | | | From: 15-917 To: US 501 | | | | | NA | | | NA | | 08/31/2004 |
| (605) Whipping Creek Rd | 0.54 | 550 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.087 | F | 0.536 | 570 | G | 2005 |
| (605) Swinging Bridge Rd | 2.87 | 1100 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.104 | F | 0.729 | 1100 | G | 2005 |
| (605) Swinging Bridge Rd | 2.34 | 1100 | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.112 | F | 0.625 | 1100 | G | 2005 |
| (606) New Chapel Rd | 7.68 | 700 | R | | | From: 15-615 To: Appomattox County Line | | | | | NA | | | NA | | 07/09/2001 |
| (607) Elliott Rd | 1.00 | 30 | R | | | From: 15-701 To: 1.00 ME 15-701 | | | | | NA | | | NA | | 07/28/2004 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | | |
| 607 Elliott Rd | 0.40 | 180 | R | | | From: 1.00 ME 15-701 | | | | | NA | | | NA | | 07/10/2001 | |
| | | | | | | To: US 501 NORTH | | | | | | | | | | | |
| 607 Winfall Rd | 3.00 | 350 | R | | | From: US 501 SOUTH | | | | | NA | | | NA | | 07/10/2001 | |
| | | | | | | To: 15-615 | | | | | | | | | | | |
| 609 | 0.91 | 1600 | G | 83% | 3% | 4% | 7% | 3% | 0% | F | 0.108 | F | 0.576 | 1600 | G | 2005 | |
| | | | | | | From: 15-726 | | | | | | | | | | | |
| 609 | 3.25 | 1300 | G | 83% | 3% | 4% | 7% | 3% | 0% | C | 0.087 | F | 0.684 | 1300 | G | 2005 | |
| | | | | | | From: 15-659 | | | | | | | | | | | |
| | | | | | | To: 06-607 | | | | | | | | | | | |
| 610 Spencer Rd | 0.30 | 350 | R | | | From: 15-609 | | | | | NA | | | NA | | 05/30/2001 | |
| | | | | | | To: Appomattox County Line | | | | | | | | | | | |
| 611 Paradise Hill Rd | 0.50 | 610 | R | | | From: 15-609 | | | | | NA | | | NA | | 05/30/2001 | |
| | | | | | | To: Appomattox County Line | | | | | | | | | | | |
| 612 Ebenezer Rd | 1.90 | 400 | R | | | From: 15-633 | | | | | NA | | | NA | | 08/14/2001 | |
| | | | | | | To: 15-917 | | | | | | | | | | | |
| 613 Jennings Rd | 0.56 | 110 | R | | | From: Dead End | | | | | NA | | | NA | | 08/24/2004 | |
| | | | | | | To: 0.56 MN Dead End | | | | | | | | | | | |
| 613 Jennings Rd | 0.59 | 150 | R | | | From: 15-633 | | | | | NA | | | NA | | 08/24/2004 | |
| | | | | | | To: 15-633 | | | | | | | | | | | |
| 614 Mclver Ferry Rd | 2.80 | 60 | R | | | From: 15-635 WEST | | | | | NA | | | NA | | 08/14/2001 | |
| | | | | | | To: 15-633 EAST | | | | | | | | | | | |
| 615 Red House Rd | 3.36 | 3900 | G | 98% | 0% | 0% | 1% | 0% | 0% | C | 0.099 | F | 0.641 | 4000 | G | 2005 | |
| | | | | | | From: SR 24 | | | | | | | | | | | |
| 615 Red House Rd | 1.83 | 2000 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.102 | F | 0.680 | 2100 | G | 2005 | |
| | | | | | | From: 15-606 | | | | | | | | | | | |
| 615 Red House Rd | 2.17 | 1200 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.099 | F | 0.711 | 1300 | G | 2005 | |
| | | | | | | From: 15-607 | | | | | | | | | | | |
| 615 Red House Rd | 2.70 | 930 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.114 | F | 0.733 | 960 | G | 2005 | |
| | | | | | | From: 15-651 | | | | | | | | | | | |
| 615 Red House Rd | 5.04 | 860 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.097 | F | 0.609 | 880 | G | 2005 | |
| | | | | | | From: 15-648 EAST | | | | | | | | | | | |
| 615 Red House Rd | 3.17 | 460 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.094 | F | 0.573 | 470 | G | 2005 | |
| | | | | | | From: 15-834 | | | | | | | | | | | |
| | | | | | | To: Charlotte County Line | | | | | | | | | | | |
| 616 Wydner Rd | 0.40 | 80 | R | | | From: 15-600 | | | | | NA | | | NA | | 08/10/2004 | |
| | | | | | | To: Charlotte County Line | | | | | | | | | | | |
| 617 Deer Path | 0.35 | 210 | R | | | From: Dead End | | | | | NA | | | NA | | 08/22/2001 | |
| | | | | | | To: 15-690 | | | | | | | | | | | |
| 618 | 0.20 | 190 | R | | | From: Charlotte County Line | | | | | NA | | | NA | | 08/17/2004 | |
| | | | | | | To: 15-749 | | | | | | | | | | | |
| 618 | 0.20 | 190 | R | | | From: 15-749 | | | | | NA | | | NA | | 1998 | |
| | | | | | | To: 15-822 | | | | | | | | | | | |
| 618 | 0.90 | 270 | R | | | From: 15-822 | | | | | NA | | | NA | | 08/17/2004 | |
| | | | | | | To: 15-600 SOUTH | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|-------|----|-------|-----|-----------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (618) Crosby Rd | 1.27 | 280 | R | | | From: 15-600 NORTH | | | | | NA | | | NA | | 08/17/2004 |
| | | | | | | To: 15-601 SOUTH | | | | | | | | | | |
| (618) Irvindale Rd | 1.58 | 330 | R | | | From: 15-601 NORTH | | | | | NA | | | NA | | 07/17/2001 |
| | | | | | | To: 15-645 | | | | | | | | | | |
| (618) Irvindale Rd | 0.88 | 230 | R | | | From: 15-643 | | | | | NA | | | NA | | 07/17/2001 |
| | | | | | | To: 15-600 | | | | | | | | | | |
| (619) Patrick Henry Dr | 0.50 | 360 | G | 96% | 2% | 1% | 1% | 0% | 0% | C | 0.088 | F | 0.514 | 370 | G | 2005 |
| | | | | | | To: Charlotte County Line | | | | | | | | | | |
| (621) Oak Grove Dr | 0.27 | 200 | R | | | From: Dead End | | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | To: 15-738 | | | | | | | | | | |
| | | | | | | From: Bedford County Line | | | | | | | | | | |
| (622) Waterlick Rd | 1.12 | 12000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.097 | F | 0.543 | 14000 | G | 2005 |
| | | | | | | To: 15-1520 | | | | | | | | | | |
| (622) Waterlick Rd | 0.27 | 13000 | G | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.092 | F | 0.522 | 14000 | G | 2005 |
| | | | | | | To: Bus US 460 | | | | | | | | | | |
| (622) Waterlick Rd | 0.93 | 9900 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.546 | 11000 | G | 2005 |
| | | | | | | To: 15-682 | | | | | | | | | | |
| (622) Waterlick Rd | 2.24 | 4600 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.109 | F | 0.625 | 5100 | G | 2005 |
| | | | | | | To: 15-683 N, Lawyers Rd | | | | | | | | | | |
| | | | | | | From: 15-683 Lawyers Rd | | | | | | | | | | |
| (622) Lynbrook Rd | 0.08 | 2800 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.105 | F | 0.604 | 3100 | G | 2005 |
| | | | | | | To: 0.08 ME 15-683 | | | | | | | | | | |
| (622) Lynbrook Rd | 2.45 | 2500 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.1 | F | 0.598 | 2500 | G | 2005 |
| | | | | | | To: US 29 N, Wards Rd | | | | | | | | | | |
| | | | | | | From: US 29 S, Wards Rd | | | | | | | | | | |
| (622) Leland Rd | 0.21 | 1100 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.120 | F | 0.757 | 1100 | G | 2005 |
| | | | | | | To: 15-738 S, English Tavern Rd | | | | | | | | | | |
| | | | | | | From: 15-738 N, English Tavern Rd | | | | | | | | | | |
| (622) Depot Rd | 3.78 | 700 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.116 | F | 0.642 | 720 | G | 2005 |
| | | | | | | To: US 501, SR 24 Campbell Hwy | | | | | | | | | | |
| | | | | | | From: 15-682 | | | | | | | | | | |
| (623) Town Fork Rd | 1.70 | 500 | G | 98% | 1% | 0% | 0% | 0% | 0% | C | 0.108 | F | 0.535 | 510 | G | 2005 |
| | | | | | | To: 15-625 | | | | | | | | | | |
| (623) Town Fork Rd | 1.20 | 780 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.095 | F | 0.6 | 800 | G | 2005 |
| | | | | | | To: 15-858 EAST | | | | | | | | | | |
| | | | | | | From: 15-858 WEST | | | | | | | | | | |
| (623) Turkey Foot Rd | 0.20 | 840 | R | | | | | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | To: US 460 | | | | | | | | | | |
| (623) Turkey Foot Rd | 0.90 | 1900 | R | | | | | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | To: Bedford County Line | | | | | | | | | | |
| | | | | | | From: Dead End | | | | | | | | | | |
| (624) Timberlake Dr | 1.43 | 1000 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | To: 15-1650 | | | | | | | | | | |
| (624) Timberlake Dr | 0.05 | 2100 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | To: 15-829 | | | | | | | | | | |
| (624) Timberlake Dr | 0.27 | 280 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | To: 15-889 NORTH | | | | | | | | | | |
| (624) Timberlake Dr | 0.21 | 370 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | To: 15-889 SOUTH | | | | | | | | | | |
| (624) Timberlake Dr | 0.34 | 570 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | To: Bus US 460 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (625) Austin Mill Rd | 1.80 | 370 | R | | | | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (626) Johnson Mountain Rd | 3.00 | 760 | R | | | | | | | | NA | | NA | | | 07/16/2001 |
| (626) | 3.87 | 1500 | G | 96% | 0% | 2% | 0% | 1% | 0% | C | 0.104 | F | 0.632 | 1500 | G | 2005 |
| (626) | 0.76 | 980 | R | | | | | | | | NA | | NA | | | 07/18/2001 |
| (626) Lynch Rd | 1.20 | 1000 | R | | | | | | | | NA | | NA | | | 07/18/2001 |
| (627) Tucker Rd | 0.70 | 90 | R | | | | | | | | NA | | NA | | | 07/16/2001 |
| (627) Wileman Rd | 3.00 | 540 | R | | | | | | | | NA | | NA | | | 07/24/2001 |
| (627) | 0.10 | 30 | R | | | | | | | | NA | | NA | | | 07/24/2001 |
| (628) Bishop Creek Rd | 0.97 | 1300 | G | 92% | 1% | 2% | 1% | 5% | 0% | F | 0.09 | F | 0.611 | 1300 | G | 2005 |
| (628) Bishop Creek Rd | 3.17 | 1300 | G | 92% | 1% | 2% | 1% | 5% | 0% | C | 0.09 | F | 0.534 | 1400 | G | 2005 |
| (629) Hone Rd | 0.18 | 30 | R | | | | | | | | NA | | NA | | | 08/20/2001 |
| (630) Chellis Ford Rd | 2.10 | 810 | R | | | | | | | | NA | | NA | | | 07/16/2001 |
| (631) Mt Airy Rd | 0.50 | 40 | R | | | | | | | | NA | | NA | | | 07/16/2001 |
| (631) Mt Airy Rd | 1.35 | 160 | R | | | | | | | | NA | | NA | | | 07/16/2001 |
| (632) Stony Creek Rd | 0.97 | 70 | R | | | | | | | | NA | | NA | | | 07/16/2001 |
| (633) Goat Island Rd | 2.82 | 320 | R | | | | | | | | NA | | NA | | | 08/20/2001 |
| (633) Epsons Rd | 3.31 | 170 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.104 | F | 0.59 | 180 | G | 2005 |
| (633) Epsons Rd | 1.31 | 240 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.118 | F | 0.525 | 250 | G | 2005 |
| (633) Epsons Rd | 1.56 | 190 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.117 | F | 0.549 | 190 | G | 2005 |
| (633) Epsons Rd | 1.59 | 280 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.131 | F | 0.618 | 290 | G | 2005 |
| (633) Epsons Rd | 0.42 | 510 | G | 98% | 1% | 0% | 0% | 0% | 0% | C | 0.109 | F | 0.508 | 520 | G | 2005 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (633) Phelps Creek Rd | 1.43 | 210 | R | | | | | | | | | | | | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (634) Fawn Lane | 0.55 | 40 | R | | | | | | | | | | | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| (634) Massies Rd | 0.06 | 80 | R | | | | | | | | | | | | | 09/21/2004 |
| | | | | | | | | | | | | | | | | |
| (635) Melrose Rd | 1.28 | 46 | R | | | | | | | | | | | | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (635) Mclver Ferry Rd | 0.60 | 110 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (635) Collins Ferry Rd | 6.80 | 220 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (635) Flynn St | 0.44 | 980 | G | 91% | 5% | 1% | 1% | 2% | 0% | C | 0.107 | F | 0.609 | 1000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (636) William Campbell Dr | 0.51 | 190 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (637) Whitehall Rd | 2.10 | 130 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (638) Peak Place | 0.10 | 110 | R | | | | | | | | | | | | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (639) Gilliam Rd | 1.00 | 130 | R | | | | | | | | | | | | | 09/21/2004 |
| | | | | | | | | | | | | | | | | |
| (640) Mansion Bridge Rd | 1.81 | 670 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (641) Falcon Rd | 2.00 | 110 | R | | | | | | | | | | | | | 07/17/2001 |
| | | | | | | | | | | | | | | | | |
| (642) Down Creek Rd | 1.10 | 90 | R | | | | | | | | | | | | | 07/17/2001 |
| | | | | | | | | | | | | | | | | |
| (643) Carver Lane | 0.17 | 530 | R | | | | | | | | | | | | | 08/31/2004 |
| | | | | | | | | | | | | | | | | |
| (643) Lewis Ford Rd | 4.43 | 380 | G | 96% | 1% | 1% | 0% | 1% | 0% | C | 0.105 | F | 0.5 | 400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (643) Lewis Ford Rd | 3.90 | 280 | G | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.102 | F | 0.579 | 290 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (645) Hurt Rd | 1.39 | 40 | R | | | | | | | | | | | | | 08/10/2004 |
| | | | | | | | | | | | | | | | | |
| (645) Hurt Rd | 1.01 | 47 | R | | | | | | | | | | | | | 08/10/2004 |
| | | | | | | | | | | | | | | | | |
| (646) Morris Church Rd | 3.18 | 260 | R | | | | | | | | | | | | | 08/10/2004 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|------|----|-------|-----|---------------------------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (646) Spring Mill Rd | 3.93 | 310 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.11 | F | 0.629 | 320 | G | 2005 |
| | | | | | | From: 15-615 | | | | | | | | | | |
| | | | | | | To: 06-604 | | | | | | | | | | |
| (646) Spring Mill Rd | 0.39 | 440 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | F | 0.643 | 460 | G | 2005 |
| | | | | | | From: 06-606 | | | | | | | | | | |
| (646) Spring Mill Rd | 7.55 | 880 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.101 | F | 0.674 | 910 | G | 2005 |
| | | | | | | From: SR 24 | | | | | | | | | | |
| (646) Doss Rd | 2.03 | 1700 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.1 | F | 0.744 | 1700 | G | 2005 |
| | | | | | | To: 15-656 | | | | | | | | | | |
| (647) Doss Rd | 0.28 | 320 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | From: Dead End | | | | | | | | | | |
| | | | | | | To: Bus US 460 | | | | | | | | | | |
| (648) Suck Creek Rd | 5.59 | 580 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | From: 15-643 | | | | | | | | | | |
| | | | | | | To: 15-652 | | | | | | | | | | |
| (648) Suck Creek Rd | 0.80 | 270 | G | 86% | 0% | 1% | 0% | 13% | 0% | C | 0.118 | F | 0.516 | 280 | G | 2005 |
| | | | | | | From: 15-615 SOUTH | | | | | | | | | | |
| | | | | | | To: 15-615 NORTH | | | | | | | | | | |
| (648) Nowlins Mill Rd | 6.03 | 140 | R | | | | | | | | | | | | | 07/09/2001 |
| | | | | | | From: 15-646 | | | | | | | | | | |
| (649) | 1.10 | 80 | R | | | | | | | | | | | | | 07/09/2001 |
| | | | | | | From: 15-603 | | | | | | | | | | |
| | | | | | | To: 06-649 | | | | | | | | | | |
| (650) Mollies Creek Rd | 6.75 | 390 | R | | | | | | | | | | | | | 07/10/2001 |
| | | | | | | From: US 501 Brookneal Hwy | | | | | | | | | | |
| | | | | | | To: 15-615 Red House Rd | | | | | | | | | | |
| (651) Bear Creek Rd | 7.39 | 220 | R | | | | | | | | | | | | | 07/10/2001 |
| | | | | | | From: 15-650 | | | | | | | | | | |
| | | | | | | To: 15-606 | | | | | | | | | | |
| (651) Bear Creek Rd | 4.59 | 350 | R | | | | | | | | | | | | | 07/10/2001 |
| | | | | | | From: SR 24 | | | | | | | | | | |
| (652) Morningside Drive | 0.05 | 40 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | From: 15-635 Flynn St | | | | | | | | | | |
| | | | | | | To: 15-761 Long Island Rd | | | | | | | | | | |
| (652) Pigeon Run Rd | 3.30 | 470 | G | 94% | 0% | 1% | 1% | 3% | 0% | C | 0.089 | F | 0.605 | 480 | G | 2005 |
| | | | | | | From: US 501 Brookneal Hwy; 15-761 Long Island Rd | | | | | | | | | | |
| | | | | | | To: 15-651 Bear Creek Rd | | | | | | | | | | |
| (652) Pigeon Run Rd | 2.90 | 220 | G | 94% | 0% | 1% | 1% | 3% | 0% | F | 0.096 | F | 0.674 | 230 | G | 2005 |
| | | | | | | From: 15-648 Suck Creek Rd | | | | | | | | | | |
| (653) School Rd | 0.20 | 420 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | From: 15-761 | | | | | | | | | | |
| | | | | | | To: Dead End | | | | | | | | | | |
| (654) Marshall Mill Rd | 2.50 | 130 | R | | | | | | | | | | | | | 07/10/2001 |
| | | | | | | From: US 501 | | | | | | | | | | |
| | | | | | | To: 15-650 | | | | | | | | | | |
| (655) Rocky Rd | 3.20 | 230 | R | | | | | | | | | | | | | 08/24/2004 |
| | | | | | | From: US 501 NORTH | | | | | | | | | | |
| | | | | | | To: US 501 SOUTH | | | | | | | | | | |
| (656) Plum Branch Rd | 4.71 | 310 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | From: 15-606 | | | | | | | | | | |
| | | | | | | To: SR 24 | | | | | | | | | | |
| (656) Crews Shop Rd | 2.25 | 1000 | G | 98% | 0% | 0% | 1% | 0% | 0% | C | 0.112 | F | 0.681 | 1100 | G | 2005 |
| | | | | | | From: 15-646 | | | | | | | | | | |
| (656) Crews Shop Rd | 0.10 | 2900 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.100 | F | 0.720 | 3000 | G | 2005 |
| | | | | | | From: US 460 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (657) Booth Rd | 2.39 | 90 | R | | | | | | | | | | | | | 07/09/2001 |
| | | | | | | | | | | | | | | | | |
| (658) Toll Gate Rd | 2.50 | 230 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (659) Cabin Field Rd | 1.54 | 300 | R | | | | | | | | | | | | | 05/30/2001 |
| | | | | | | | | | | | | | | | | |
| (660) | 1.90 | 450 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (660) | 4.57 | 920 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (661) Cross Roads Lane | 0.48 | 310 | R | | | | | | | | | | | | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (662) Oxford Furnace Rd | 2.08 | 640 | R | | | | | | | | | | | | | 05/30/2001 |
| | | | | | | | | | | | | | | | | |
| (663) Bethany Rd | 6.69 | 430 | R | | | | | | | | | | | | | 07/09/2001 |
| | | | | | | | | | | | | | | | | |
| (663) Tweedy Rd | 1.20 | 30 | R | | | | | | | | | | | | | 08/10/2004 |
| | | | | | | | | | | | | | | | | |
| (664) Old Rustburg Rd | 1.29 | 700 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.112 | F | 0.556 | 760 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (665) Wolf Pitt Rd | 0.64 | 1600 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (666) Steeple Run | 0.35 | 90 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (667) Stevens Rd | 1.17 | 230 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (668) Ellen Dr | 0.35 | 200 | R | | | | | | | | | | | | | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (669) Dodson Dr | 1.43 | 210 | R | | | | | | | | | | | | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| (669) Lone Jack Rd | 1.78 | 310 | R | | | | | | | | | | | | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| (669) Lone Jack Rd | 1.01 | 440 | R | | | | | | | | | | | | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| (670) Candler's Mountain Rd | 2.00 | 3100 | G | 99% | 0% | 0% | 0% | 1% | 0% | C | 0.154 | F | 0.721 | 3400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (670) Sunnymead Rd | 2.82 | 1200 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.125 | F | 0.515 | 1200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (671) Courthouse Lane | 0.07 | 940 | R | | | | | | | | | | | | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (671) Courthouse Lane | 0.05 | 160 | R | | | | | | | | | | | | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (672) Maddox Rd | 2.11 | 170 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (673) Magaron Lane | 0.30 | 130 | R | | | | | | | | | | | | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (674) Livestock Rd | 0.26 | 1400 | R | | | | | | | | | | | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| (675) Doe Run Lane | 0.44 | 130 | R | | | | | | | | | | | | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (676) Partridge Lane | 0.30 | 60 | R | | | | | | | | | | | | | 08/10/2004 |
| | | | | | | | | | | | | | | | | |
| (677) Sunnymead Rd | 1.92 | 1900 | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.103 | F | 0.647 | 1900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (677) Camp Hydaway Rd | 3.09 | 390 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.12 | F | 0.625 | 400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (677) Old Rustburg Rd | 1.30 | 630 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.112 | F | 0.544 | 690 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (678) Airport Rd | 0.34 | 15000 | G | 94% | 1% | 3% | 1% | 1% | 0% | F | 0.094 | F | 0.585 | 17000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (678) Airport Rd | 0.21 | 2000 | G | 94% | 1% | 3% | 1% | 1% | 0% | F | 0.105 | F | 0.698 | 2200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (678) Airport Rd | 1.22 | 1400 | G | 94% | 1% | 3% | 1% | 1% | 0% | C | 0.101 | F | 0.727 | 1500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (679) Russell Woods Dr | 0.13 | 1500 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (679) Russell Woods Dr | 0.26 | 350 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (679) Russell Woods Dr | 0.25 | 150 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (679) Russell Woods Dr | 0.29 | 90 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (680) Suburban Rd | 3.20 | 1600 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.127 | F | 0.608 | 1700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (680) Poor House Rd | 3.02 | 840 | R | | | | | | | | | | | | | 07/24/2004 |
| | | | | | | | | | | | | | | | | |
| (681) Viohl Rd | 0.27 | 610 | R | | | | | | | | | | | | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (681) Viohl Rd | 0.42 | 370 | R | | | | | | | | | | | | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (681) Sunburst Rd | 2.70 | 2300 | R | | | | | | | | | | | | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (682) | 8.94 | 360 | R | | | | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (682) | 2.56 | 2200 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.108 | F | 0.632 | 2200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (682) | 1.18 | 2700 | G | 94% | 0% | 1% | 4% | 1% | 0% | C | 0.103 | F | 0.644 | 2700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (682) | 1.59 | 2100 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.103 | F | 0.667 | 2200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (682) | 1.46 | 1900 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.103 | F | 0.712 | 2000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (682) | 3.44 | 2600 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.112 | F | 0.649 | 2900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (682) | 1.12 | 8900 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.102 | F | 0.614 | 9800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (682) | 0.09 | 9700 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.095 | F | 0.589 | 11000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (683) Church Lane | 1.05 | 410 | R | | | | | | | | NA | | NA | | | 09/21/2004 |
| | | | | | | | | | | | | | | | | |
| (683) Miles Lane | 0.34 | 390 | R | | | | | | | | NA | | NA | | | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (683) Lawyers Rd | 5.52 | 1600 | R | | | | | | | | NA | | NA | | | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (683) Lawyers Rd | 2.05 | 2800 | G | 88% | 0% | 3% | 7% | 3% | 0% | C | 0.095 | F | 0.581 | 3000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (684) Buffalo Mill Rd | 1.90 | 330 | R | | | | | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (684) Buffalo Mill Rd | 1.37 | 270 | R | | | | | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (685) Calohan Rd | 1.80 | 5400 | G | 93% | 0% | 1% | 2% | 4% | 0% | C | 0.092 | F | 0.622 | 5500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (685) Wisecarver Rd | 0.30 | 4100 | R | | | | | | | | NA | | NA | | | 09/25/2001 |
| | | | | | | | | | | | | | | | | |
| (685) Wisecarver Rd | 1.40 | 3700 | R | | | | | | | | NA | | NA | | | 09/25/2001 |
| | | | | | | | | | | | | | | | | |
| (686) Browns Mill Rd | 2.81 | 480 | R | | | | | | | | NA | | NA | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (686) Browns Mill Rd | 2.99 | 4300 | R | | | | | | | | NA | | NA | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (687) Gough Rd | 3.10 | 180 | R | | | | | | | | NA | | NA | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (688) Patterson Rd | 1.18 | 330 | R | | | | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (689) Moorman Mill Rd | 0.90 | 340 | R | | | | | | | | NA | | NA | | | 08/22/2001 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (689) Amy Rd | 0.28 | 250 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (690) Clarks Rd | 3.40 | 430 | R | | | | | | | | | | | | | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (691) Pacoman Rd | 1.04 | 250 | R | | | | | | | | | | | | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (692) Masons Mill Rd | 3.33 | 440 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (693) Chapel Grove Rd | 2.20 | 350 | R | | | | | | | | | | | | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (694) Langdon Rd | 0.65 | 60 | R | | | | | | | | | | | | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (694) Langdon Rd | 0.75 | 120 | R | | | | | | | | | | | | | 07/16/2001 |
| | | | | | | | | | | | | | | | | |
| (695) Johnson Creek Rd | 4.80 | 250 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (696) Hells Bend Rd | 2.40 | 10 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (696) Hells Bend Rd | 2.65 | 500 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (696) Marysville Rd | 0.39 | 1200 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.089 | F | 0.547 | 1300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (696) Marysville Rd | 1.91 | 940 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.089 | F | 0.599 | 970 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (696) Marysville Rd | 3.18 | 1000 | G | 98% | 1% | 0% | 0% | 0% | 0% | C | 0.093 | F | 0.677 | 1000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (696) Dearborn Rd | 6.47 | 290 | R | | | | | | | | | | | | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (697) Mitchell Mill Rd | 2.76 | 60 | R | | | | | | | | | | | | | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| (698) Theta Mill Rd | 3.50 | 140 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (699) Gladys Rd | 1.30 | 2400 | G | 94% | 1% | 1% | 1% | 4% | 0% | C | 0.082 | F | 0.585 | 2500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (699) Gladys Rd | 3.43 | 1800 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.079 | F | 0.651 | 1900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (699) Gladys Rd | 1.77 | 1400 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.091 | F | 0.505 | 1500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (699) Gladys Rd | 2.65 | 1400 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.088 | F | 0.57 | 1400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (700) Marysville Rd | 2.39 | 350 | R | | | | | | | | | | | | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------|---------|---------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (701) Lambs Church Rd | 4.60 | 120 | R | | | | | | | | | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (701) East Ferry Rd | 8.00 | 260 | R | | | | | | | | | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (702) Younger Rd | 0.40 | 130 | R | | | | | | | | | | | NA | | 07/17/2001 |
| | | | | | | | | | | | | | | | | |
| (703) Mohawk Rd | 2.69 | 170 | R | | | | | | | | | | | NA | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (704) Seneca Rd | 1.10 | 110 | R | | | | | | | | | | | NA | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (705) Covered Bridge Rd | 6.60 | 40 | R | | | | | | | | | | | NA | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (706) Perrows Rd | 0.50 | 20 | R | | | | | | | | | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (707) Castaway Rd | 0.06 | 120 | R | | | | | | | | | | | NA | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (708) Seamster Dr | 1.50 | 70 | R | | | | | | | | | | | NA | | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| (709) Horselys Bridge Rd | 3.10 | 220 | R | | | | | | | | | | | NA | | 08/10/2001 |
| | | | | | | | | | | | | | | | | |
| (709) Blackwater Rd | 1.90 | 640 | R | | | | | | | | | | | NA | | 08/10/2001 |
| | | | | | | | | | | | | | | | | |
| (710) Oliver Rd | 0.28 | 250 | R | | | | | | | | | | | NA | | 07/16/2001 |
| | | | | | | | | | | | | | | | | |
| (710) Oliver Rd | 0.72 | 90 | R | | | | | | | | | | | NA | | 07/16/2001 |
| | | | | | | | | | | | | | | | | |
| (710) Oliver Rd | 0.80 | 80 | R | | | | | 0.72 ME | 15-1331 | | | | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (711) Clarion Rd | 0.40 | 1500 | G | 95% | 0% | 1% | 1% | 3% | 0% | C | 0.087 | F | 0.825 | 1600 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (711) Tardy Mountain Rd | 1.50 | 420 | R | | | | | | | | | | | NA | | 07/16/2001 |
| | | | | | | | | | | | | | | | | |
| (711) Tardy Mountain Rd | 3.00 | 150 | R | | | | | | | | | | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (711) Tardy Mountain Rd | 2.00 | 220 | R | | | | | | | | | | | NA | | 07/16/2001 |
| | | | | | | | | | | | | | | | | |
| (712) Mt Herman Rd | 0.41 | 160 | R | | | | | | | | | | | NA | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| (712) Dearing Ford Rd | 0.69 | 1300 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.094 | F | 0.512 | 1300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (712) Dearing Ford Rd | 1.98 | 650 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.090 | F | 0.558 | 670 | G | 2005 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (712) Dearing Ford Rd | 1.33 | 540 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.113 | F | 0.606 | 560 | G | 2005 |
| From: 15-711 EAST | | | | | | | | | | | | | | | | |
| To: US 29 BUS NORTH | | | | | | | | | | | | | | | | |
| (712) Riverbend Rd | 1.59 | 650 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.117 | F | 0.64 | 660 | G | 2005 |
| From: US 29 BUS SOUTH | | | | | | | | | | | | | | | | |
| (712) Riverbend Rd | 0.12 | 48 | R | | | | | | | | NA | | NA | | | 08/27/2001 |
| From: 15-699 | | | | | | | | | | | | | | | | |
| To: Dead End | | | | | | | | | | | | | | | | |
| (713) Powell Rd | 1.00 | 400 | R | | | | | | | | NA | | NA | | | 07/24/2001 |
| From: 15-626 | | | | | | | | | | | | | | | | |
| To: 15-627 | | | | | | | | | | | | | | | | |
| (714) Lynch Mill Rd | 1.03 | 2600 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.092 | F | 0.551 | 2700 | G | 2005 |
| From: NCL Altavista | | | | | | | | | | | | | | | | |
| (714) Lynch Mill Rd | 0.68 | 1700 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.100 | F | 0.634 | 1700 | G | 2005 |
| From: 15-712 Mount Herman Rd | | | | | | | | | | | | | | | | |
| To: 15-626 Goodman Crossing Rd | | | | | | | | | | | | | | | | |
| (715) | 0.72 | 250 | R | | | | | | | | NA | | NA | | | 09/09/2004 |
| From: 15-681 | | | | | | | | | | | | | | | | |
| To: 15-681 | | | | | | | | | | | | | | | | |
| (716) | 0.27 | 40 | R | | | | | | | | NA | | NA | | | 07/16/2001 |
| From: Cul-de-Sac | | | | | | | | | | | | | | | | |
| To: 15-631 | | | | | | | | | | | | | | | | |
| (718) Taylor Ford Rd | 1.69 | 210 | R | | | | | | | | NA | | NA | | | 08/17/2004 |
| From: Dead End | | | | | | | | | | | | | | | | |
| To: 15-630 | | | | | | | | | | | | | | | | |
| (719) Farmcrest Rd | 0.70 | 110 | R | | | | | | | | NA | | NA | | | 07/09/2001 |
| From: Dead End | | | | | | | | | | | | | | | | |
| To: 15-606 | | | | | | | | | | | | | | | | |
| (720) Golf Course Rd | 0.70 | 260 | R | | | | | | | | NA | | NA | | | 07/17/2001 |
| From: Dead End | | | | | | | | | | | | | | | | |
| To: 15-601 Juniper Cliff Rd | | | | | | | | | | | | | | | | |
| (721) Pilot View Rd | 0.22 | 230 | R | | | | | | | | NA | | NA | | | 1998 |
| From: 15-646 | | | | | | | | | | | | | | | | |
| To: 15-926 | | | | | | | | | | | | | | | | |
| (721) Pilot View Rd | 0.18 | 80 | R | | | | | | | | NA | | NA | | | 1998 |
| From: 15-926 | | | | | | | | | | | | | | | | |
| To: Dead End | | | | | | | | | | | | | | | | |
| (722) Tobacco Lane | 0.42 | 70 | R | | | | | | | | NA | | NA | | | 08/10/2004 |
| From: Dead End | | | | | | | | | | | | | | | | |
| To: 15-643 | | | | | | | | | | | | | | | | |
| (723) Viewmont Dr | 0.60 | 220 | R | | | | | | | | NA | | NA | | | 07/28/2004 |
| From: Dead End | | | | | | | | | | | | | | | | |
| To: US 29 | | | | | | | | | | | | | | | | |
| (724) Bandy Rd | 0.11 | 20 | R | | | | | | | | NA | | NA | | | 08/20/2001 |
| From: 15-699 | | | | | | | | | | | | | | | | |
| To: 15-761 | | | | | | | | | | | | | | | | |
| (725) Ridge Rd | 1.10 | 360 | G | 97% | 2% | 1% | 0% | 0% | 0% | C | 0.099 | F | 0.561 | 370 | G | 2005 |
| From: 15-811 | | | | | | | | | | | | | | | | |
| To: 15-682 | | | | | | | | | | | | | | | | |
| (726) Mt Athos Rd | 0.34 | 8600 | G | 94% | 0% | 1% | 3% | 1% | 0% | C | 0.122 | F | 0.734 | 8800 | G | 2005 |
| From: US 460 | | | | | | | | | | | | | | | | |
| To: 15-609 | | | | | | | | | | | | | | | | |
| (726) Mt Athos Rd | 2.43 | 6100 | G | 94% | 0% | 1% | 3% | 1% | 0% | F | 0.144 | F | 0.883 | 6200 | G | 2005 |
| From: 15-609 | | | | | | | | | | | | | | | | |
| To: 2.43 MN 15-609 | | | | | | | | | | | | | | | | |
| (726) Mt Athos Rd | 1.52 | 490 | G | 94% | 0% | 1% | 3% | 1% | 0% | F | 0.092 | F | 0.720 | 500 | G | 2005 |
| From: 2.43 MN 15-609 | | | | | | | | | | | | | | | | |
| To: Appomattox County Line | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (727) Crows Rd | 1.70 | 170 | R | | | | | | | | | | | NA | | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (728) Pannills Rd | 0.30 | 30 | R | | | | | | | | | | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (729) Pleasant Hill Rd | 0.20 | 120 | R | | | | | | | | | | | NA | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (729) Pleasant Hill Rd | 0.26 | 130 | R | | | | | | | | | | | NA | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (730) Joy Rd | 0.20 | 150 | R | | | | | | | | | | | NA | | 07/17/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (731) Manley Branch Rd | 1.40 | 40 | R | | | | | | | | | | | NA | | 07/09/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (732) Dry Mountain Rd | 1.25 | 130 | R | | | | | | | | | | | NA | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (733) Leewood Rd | 0.70 | 80 | R | | | | | | | | | | | NA | | 07/18/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (734) Peerman School Rd | 1.40 | 320 | R | | | | | | | | | | | NA | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (735) Lazy Creeks Dr | 0.42 | 80 | R | | | | | | | | | | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (736) Liberty Lake Rd | 1.15 | 90 | R | | | | | | | | | | | NA | | 07/17/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (737) Wheeler Rd | 3.10 | 220 | R | | | | | | | | | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (738) Greenhouse Rd | 0.13 | 770 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.098 | F | 0.551 | 790 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (738) Greenhouse Rd | 0.06 | 830 | R | | | | | | | | | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (738) Greenhouse Rd | 1.54 | 1000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.104 | F | 0.529 | 1000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (738) Greenhouse Rd | 0.12 | 6700 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.581 | 6800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (738) English Tavern Rd | 0.78 | 2100 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.099 | F | 0.5 | 2200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (738) English Tavern Rd | 0.43 | 2500 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.508 | 2500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (738) English Tavern Rd | 1.62 | 3400 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.092 | F | 0.634 | 3500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (739) | 0.04 | 13000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.086 | F | 0.557 | 14000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (740) Orrix Creek Rd | 1.00 | 120 | R | | | From: 15-626 | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (742) | 0.54 | 250 | R | | | From: US 460 WEST | | | | | NA | | NA | | | 07/28/2004 |
| | | | | | | To: US 460 EAST | | | | | | | | | | |
| (744) Laxton Rd | 0.04 | 840 | R | | | From: 15-1520 | | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | To: SCL Lynchburg | | | | | | | | | | |
| (745) Mountain Rd | 0.50 | 90 | R | | | From: SR 24 | | | | | NA | | NA | | | 07/28/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (746) | 0.08 | 47 | R | | | From: 15-660 | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (748) Crown Lane | 0.40 | 8 | R | | | From: SR 24; 15-692 | | | | | NA | | NA | | | 08/20/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (749) Owl Rd | 1.00 | 150 | R | | | From: SR 40 | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: 15-618 | | | | | | | | | | |
| (750) Nickland Dr | 0.36 | 270 | R | | | From: US 29 | | | | | NA | | NA | | | 08/27/2001 |
| | | | | | | To: 15-912 | | | | | | | | | | |
| (750) Nickland Dr | 0.44 | 260 | R | | | From: Dead End | | | | | NA | | NA | | | 08/27/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (751) Stone Rd | 2.00 | 210 | R | | | From: 15-686 | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-701 | | | | | | | | | | |
| (752) Mt Olivet Church Rd | 0.10 | 240 | R | | | From: Dead End | | | | | NA | | NA | | | 05/30/2001 |
| | | | | | | To: 0.10 MN Dead End | | | | | | | | | | |
| (752) Mt Olivet Church Rd | 0.30 | 300 | R | | | From: 15-918 | | | | | NA | | NA | | | 05/30/2001 |
| | | | | | | To: 15-918 | | | | | | | | | | |
| (752) Mt Olivet Church Rd | 0.40 | 360 | R | | | From: US 460 | | | | | NA | | NA | | | 05/30/2001 |
| | | | | | | To: US 29 | | | | | | | | | | |
| (754) Anstey Rd | 0.36 | 150 | R | | | From: 15-689 | | | | | NA | | NA | | | 09/25/2001 |
| | | | | | | To: 15-689 | | | | | | | | | | |
| (754) Anstey Rd | 0.15 | 290 | R | | | From: 15-738 | | | | | NA | | NA | | | 09/25/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (755) Ball Park Rd | 0.60 | 100 | R | | | From: Dead End | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: 15-600 | | | | | | | | | | |
| (756) Red Bottom Rd | 1.80 | 150 | R | | | From: 15-601 Juniper Cliff Rd | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: Charlotte County Line | | | | | | | | | | |
| (757) Country Rd | 3.00 | 110 | R | | | From: 15-660 | | | | | NA | | NA | | | 05/30/2001 |
| | | | | | | To: 15-656 | | | | | | | | | | |
| (758) Wright Shop Ln | 0.13 | 260 | R | | | From: Dead End | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: US 29; FR 905 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|----------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (759) Grass St | 0.09 | 150 | R | | | From: US 501 To: 15-803 | | | | | NA | | | NA | | 08/17/2004 |
| (760) Runway Rd | 0.11 | 20 | R | | | From: 15-797 To: Dead End | | | | | NA | | | NA | | 08/17/2004 |
| (761) Long Island Rd | 1.20 | 670 | G | 92% | 1% | 1% | 1% | 5% | 0% | F | 0.096 | F | 0.545 | 690 | G | 2005 |
| (761) Long Island Rd | 3.15 | 600 | G | 92% | 1% | 1% | 1% | 5% | 0% | F | 0.095 | F | 0.6 | 620 | G | 2005 |
| (761) Long Island Rd | 1.97 | 1000 | G | 92% | 1% | 1% | 1% | 5% | 0% | F | 0.094 | F | 0.575 | 1000 | G | 2005 |
| (761) Long Island Rd | 1.67 | 2300 | G | 92% | 1% | 1% | 1% | 5% | 0% | C | 0.091 | F | 0.535 | 2400 | G | 2005 |
| (762) Tip Lane | 0.58 | 30 | R | | | From: Dead End To: 15-646 | | | | | NA | | | NA | | 08/10/2004 |
| (763) Midgett Farm Rd | 0.51 | 200 | R | | | From: 15-802 To: 15-800 | | | | | NA | | | NA | | 09/14/2004 |
| (769) Beechwood Dr | 0.08 | 420 | R | | | From: 15-859 To: 15-779 WEST | | | | | NA | | | NA | | 09/07/2004 |
| (769) Beechwood Dr | 0.05 | 860 | R | | | From: 15-1515 To: 15-779 EAST | | | | | NA | | | NA | | 09/07/2004 |
| (769) Beechwood Dr | 0.03 | 840 | R | | | From: 15-779 EAST To: 15-782 | | | | | NA | | | NA | | 09/07/2004 |
| (769) Beechwood Dr | 0.06 | 1200 | R | | | From: 15-782 To: Bus US 460 | | | | | NA | | | NA | | 09/07/2004 |
| (770) Bumgarner Dr | 0.38 | 240 | R | | | From: 15-1651 To: 15-835 | | | | | NA | | | NA | | 09/07/2004 |
| (771) Roundtree Rd | 1.80 | 250 | R | | | From: Dead End To: 15-646 | | | | | NA | | | NA | | 07/09/2001 |
| (772) Harper Valley Rd | 0.65 | 40 | R | | | From: 15-643 To: Dead End | | | | | NA | | | NA | | 07/09/2001 |
| (773) | 0.07 | 240 | R | | | From: SR 24 To: 15-683 | | | | | NA | | | NA | | 08/17/2004 |
| (775) Ruckers Rd | 1.25 | 49 | R | | | From: Dead End To: 15-657 | | | | | NA | | | NA | | 07/28/2004 |
| (776) Rock Hill Rd | 1.10 | 70 | R | | | From: Dead End To: 15-648 | | | | | NA | | | NA | | 07/09/2001 |
| (778) Hughes Rd | 0.75 | 80 | R | | | From: Dead End To: US 501 | | | | | NA | | | NA | | 07/10/2001 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|------|----|-------|-----|-------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (779) Oakland Circle | 0.53 | 230 | R | | | From: 15-769 WEST | | | | | NA | | | NA | | 06/07/2004 |
| | | | | | | To: 15-769 EAST | | | | | | | | | | |
| (781) Mortimer Dr | 1.30 | 160 | R | | | From: Dead End | | | | | NA | | | NA | | 07/28/2004 |
| | | | | | | To: SR 24 | | | | | | | | | | |
| (782) Terrace Hill Dr | 0.06 | 270 | R | | | From: 15-859 | | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | To: 15-828 | | | | | | | | | | |
| (782) Terrace Hill Dr | 0.17 | 360 | R | | | From: 15-769 | | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (783) Wilkinson Dr | 0.07 | 120 | R | | | From: Dead End | | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | To: 15-713 | | | | | | | | | | |
| (784) Winebarger Circle | 0.42 | 160 | R | | | From: 15-683 SOUTH | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | To: 15-683 NORTH | | | | | | | | | | |
| (785) Loblolly Rd | 0.80 | 90 | R | | | From: Dead End | | | | | NA | | | NA | | 08/10/2004 |
| | | | | | | To: 15-643 Lewis Ford Rd | | | | | | | | | | |
| (786) Beth Lane | 0.80 | 60 | R | | | From: 15-605 | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (787) Archer Mill Rd | 0.60 | 160 | R | | | From: Dead End | | | | | NA | | | NA | | 05/30/2001 |
| | | | | | | To: 15-609 | | | | | | | | | | |
| (788) Hardwood Trail | 0.80 | 47 | R | | | From: 15-663 | | | | | NA | | | NA | | 07/09/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (789) Lake Court Ave | 0.15 | 360 | R | | | From: Bus US 460 | | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | To: 0.15 ME OF US 460 | | | | | | | | | | |
| (789) Lake Court Ave | 0.15 | 80 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | To: 15-615 SOUTH | | | | | | | | | | |
| (790) Homeplace Rd | 2.40 | 100 | R | | | From: 15-615 NORTH | | | | | NA | | | NA | | 07/10/2001 |
| | | | | | | To: Bus US 460 | | | | | | | | | | |
| (791) Homewood Dr | 0.55 | 430 | R | | | From: Dead End | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (792) Flying W Rd | 0.70 | 120 | R | | | From: Dead End | | | | | NA | | | NA | | 07/17/2001 |
| | | | | | | To: 15-600 | | | | | | | | | | |
| (793) Napier Rd | 0.40 | 230 | R | | | From: 15-609 | | | | | NA | | | NA | | 07/28/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (794) Peal Rd | 0.30 | 4 | R | | | From: 15-648 | | | | | NA | | | NA | | 08/10/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (795) Quick Rd | 1.10 | 50 | R | | | From: 15-601 Juniper Cliff Rd | | | | | NA | | | NA | | 07/17/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (796) Tanzalon Dr | 0.20 | 240 | R | | | From: Dead End | | | | | NA | | | NA | | 08/17/2004 |
| | | | | | | To: Bus US 460 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|------|----|-------|-----|-----------------|-----------------------------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (797) County Airport Rd | 0.45 | 70 | R | | | | From: 15-650 | | | | | NA | | NA | | 08/17/2004 |
| (797) County Airport Rd | 0.25 | 30 | R | | | | From: 0.45 ME 15-650 | | | | | NA | | NA | | 08/10/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (798) Daniel Rd | 0.25 | 50 | R | | | | From: 15-615 | | | | | NA | | NA | | 08/10/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (799) Pettigrew Dr | 1.12 | 180 | R | | | | From: Dead End | | | | | NA | | NA | | 07/28/2004 |
| | | | | | | | To: 15-609 | | | | | | | | | |
| (800) Tallyho Rd | 0.66 | 1700 | R | | | | From: US 460 | | | | | NA | | NA | | 09/14/2004 |
| (800) Stratford Rd | 0.13 | 620 | R | | | | From: SR 24 | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | To: Appomattox County Line | | | | | | | | | |
| (801) Pump Rd | 0.30 | 50 | R | | | | From: Charlotte County Line | | | | | NA | | NA | | 08/10/2004 |
| | | | | | | | To: 15-600 | | | | | | | | | |
| (802) Haney Rd | 0.11 | 370 | R | | | | From: 15-800 | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | To: US 460 | | | | | | | | | |
| (803) Oak St | 0.06 | 40 | R | | | | From: Dead End | | | | | NA | | NA | | 08/17/2004 |
| (803) Oak St | 0.08 | 20 | R | | | | From: 15-759 | | | | | NA | | NA | | 08/17/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (804) Carwile Rd | 0.96 | 320 | R | | | | From: 15-606 | | | | | NA | | NA | | 07/17/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (805) Cheatham Rd | 1.40 | 140 | R | | | | From: Dead End | | | | | NA | | NA | | 07/10/2001 |
| | | | | | | | To: 15-615 | | | | | | | | | |
| (806) Cyrus Rd | 0.75 | 150 | R | | | | From: 15-606 | | | | | NA | | NA | | 08/10/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (808) Kent Rd | 0.41 | 40 | R | | | | From: Dead End | | | | | NA | | NA | | 08/17/2004 |
| | | | | | | | To: SR 24 | | | | | | | | | |
| (809) Raintree Dr | 0.55 | 100 | R | | | | From: 15-643 | | | | | NA | | NA | | 07/17/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (810) Cowan Rd | 0.33 | 120 | R | | | | From: Dead End | | | | | NA | | NA | | 08/10/2001 |
| | | | | | | | To: SR 24 | | | | | | | | | |
| (811) Evington Rd | 2.85 | 670 | G | 97% | 1% | 2% | 0% | 0% | 0% | C | 0.107 | F | 0.506 | 690 | G | 2005 |
| (811) Ridge Rd | 0.11 | 210 | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.121 | F | 0.539 | 220 | G | 2005 |
| | | | | | | | From: 15-725 | | | | | | | | | |
| | | | | | | | To: SR 24 | | | | | | | | | |
| (812) Evington Rd | 0.44 | 680 | R | | | | From: 15-811 | | | | | NA | | NA | | 08/17/2004 |
| | | | | | | | To: SR 24 | | | | | | | | | |
| (814) Penuel Rd | 0.35 | 250 | R | | | | From: US 29 | | | | | NA | | NA | | 08/27/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (815) Rosser St | 0.13 | 90 | R | | | From: 15-832 | | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | To: 15-833 | | | | | | | | | | |
| (816) Babcock Rd | 0.60 | 270 | R | | | From: Dead End | | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | To: SR 24 | | | | | | | | | | |
| (818) Wildlife Dr | 0.57 | 70 | R | | | From: 15-663 | | | | | NA | | NA | | | 07/09/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (819) Drinkard Rd | 0.40 | 70 | R | | | From: Dead End | | | | | NA | | NA | | | 05/30/2001 |
| | | | | | | To: US 460 | | | | | | | | | | |
| (820) Ford Rd | 0.70 | 40 | R | | | From: Dead End | | | | | NA | | NA | | | 07/09/2001 |
| | | | | | | To: 15-646 | | | | | | | | | | |
| (821) Swan Creek Rd | 0.81 | 120 | R | | | From: 15-705 | | | | | NA | | NA | | | 08/20/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (822) Hawk Rd | 0.30 | 40 | R | | | From: 15-618 | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (823) Butterfly Lane | 0.55 | 120 | R | | | From: Dead End | | | | | NA | | NA | | | 07/16/2001 |
| | | | | | | To: 15-682 | | | | | | | | | | |
| (824) Devils Ridge Rd | 1.65 | 280 | R | | | From: 15-696 | | | | | NA | | NA | | | 08/20/2001 |
| | | | | | | To: 15-705 | | | | | | | | | | |
| (825) Little Lane | 0.20 | 40 | R | | | From: 15-696 | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (826) Dry Fork Rd | 0.33 | 40 | R | | | From: Dead End | | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | To: 15-635 | | | | | | | | | | |
| (827) Woodlawn Circle | 0.35 | 130 | R | | | From: 15-853 WEST | | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | To: 15-853 EAST | | | | | | | | | | |
| (828) Silver Spring Dr | 0.24 | 170 | R | | | From: 15-782 | | | | | NA | | NA | | | 08/27/2001 |
| | | | | | | To: Bus US 460 | | | | | | | | | | |
| (829) Grove Ave | 0.42 | 2200 | R | | | From: 15-624 | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | To: US 460 BUS; 15-1505 | | | | | | | | | | |
| (830) Forest Ave | 0.26 | 370 | R | | | From: Dead End | | | | | NA | | NA | | | 08/14/2001 |
| | | | | | | To: Bus US 460 | | | | | | | | | | |
| (831) | 0.29 | 50 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | | 07/18/2001 |
| | | | | | | To: 15-712 | | | | | | | | | | |
| (832) Mountain Ln | 0.14 | 270 | R | | | From: SR 24 | | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | To: 15-815 | | | | | | | | | | |
| (832) Mountain Ln | 0.08 | 110 | R | | | From: Dead End | | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | To: SR 24 | | | | | | | | | | |
| (833) Gold Dust Trail | 0.08 | 270 | R | | | From: SR 24 | | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | To: 15-815 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (833) Gold Dust Trail | 0.13 | 160 | R | | | From: 15-815 | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (834) Bull Hill Rd | 1.10 | 120 | R | | | From: 15-615 | | | | | NA | | | NA | | 07/09/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (835) Jefferson Manor Dr | 0.36 | 540 | R | | | From: 15-1670 | | | | | NA | | | NA | | 08/20/2001 |
| | | | | | | To: 15-1526 | | | | | NA | | | NA | | 08/20/2001 |
| (835) Jefferson Manor Dr | 0.12 | 1700 | R | | | From: 15-770 | | | | | NA | | | NA | | 08/20/2001 |
| | | | | | | To: 15-1527 | | | | | NA | | | NA | | 08/20/2001 |
| (835) Jefferson Manor Dr | 0.28 | 1900 | R | | | From: 15-622 | | | | | NA | | | NA | | 08/20/2001 |
| | | | | | | To: US 460 Lynchburg Hwy | | | | | NA | | | NA | | 07/26/2001 |
| (836) Spicer Rd | 0.25 | 210 | R | | | From: 15-1015 | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: Cul-de-Sac | | | | | NA | | | NA | | |
| (837) Top Ridge Rd | 0.18 | 100 | R | | | From: FR-794 | | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | To: 15-677 | | | | | | | | | | |
| (838) | 0.13 | 200 | R | | | From: Dead End | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | To: 15-891 | | | | | NA | | | NA | | 08/24/2004 |
| (838) | 0.07 | 420 | R | | | From: US 501 | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | To: Dead End | | | | | NA | | | NA | | 08/24/2004 |
| (839) Hensley Dr | 0.30 | 30 | R | | | From: 15-682 | | | | | NA | | | NA | | 07/16/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (840) Windsong Rd | 0.68 | 330 | R | | | From: Dead End | | | | | NA | | | NA | | 07/24/2001 |
| | | | | | | To: SR 43 | | | | | | | | | | |
| (842) Greenwell Ct | 0.54 | 170 | R | | | From: Bus US 460 | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | To: US 460 BUS NORTH | | | | | | | | | | |
| (846) Clover Lane | 0.09 | 30 | R | | | From: 15-665 | | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (847) Blue Ridge Lane | 0.60 | 190 | R | | | From: Dead End | | | | | NA | | | NA | | 08/22/2001 |
| | | | | | | To: 15-682 | | | | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (849) Hunter Rd | 0.10 | 360 | R | | | From: 15-601 Juniper Cliff Rd | | | | | NA | | | NA | | 07/31/2001 |
| | | | | | | To: 15-1126 | | | | | NA | | | NA | | 07/31/2001 |
| (849) Hunter Rd | 0.45 | 250 | R | | | From: Dead End | | | | | NA | | | NA | | 07/31/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (850) Smokey Hollow Rd | 1.95 | 270 | R | | | From: Dead End | | | | | NA | | | NA | | 07/28/2004 |
| | | | | | | To: 15-660 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (851) Quail Rd | 1.57 | 410 | R | | | | | | | | | | | | | 05/30/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (851) | 0.55 | 280 | R | | | | | | | | | | | | | 05/30/2001 |
| | | | | | | | | | | | | | | | | |
| (852) | 0.43 | 40 | R | | | | | | | | | | | | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (853) Brooklawn Dr | 0.16 | 360 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (853) Brooklawn Dr | 0.10 | 220 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (853) Brooklawn Dr | 0.09 | 330 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (854) Camp Nine Rd | 0.40 | 180 | R | | | | | | | | | | | | | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| (858) Alum Springs Rd | 0.50 | 620 | R | | | | | | | | | | | | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| (858) Alum Springs Rd | 0.65 | 2600 | G | 99% | 1% | 0% | 0% | 0% | 0% | C | 0.098 | F | 0.579 | 2900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (859) Powtan Rd | 0.19 | 590 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (859) Powtan Rd | 0.03 | 1300 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (859) Powtan Rd | 0.07 | 1400 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (859) Powtan Rd | 0.18 | 1500 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (859) Powtan Rd | 0.06 | 1600 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (860) Wren Rd | 0.10 | 20 | R | | | | | | | | | | | | | 08/10/2004 |
| | | | | | | | | | | | | | | | | |
| (860) Wren Rd | 0.40 | 30 | R | | | | | | | | | | | | | 08/10/2004 |
| | | | | | | | | | | | | | | | | |
| (862) Mountain View Dr | 0.04 | 410 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (863) Lyn-Dan Dr | 0.10 | 90 | R | | | | | | | | | | | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (865) Beale Rd | 0.10 | 50 | R | | | | | | | | | | | | | 07/24/2001 |
| | | | | | | | | | | | | | | | | |
| (866) | 0.20 | 130 | R | | | | | | | | | | | | | 07/18/2001 |
| | | | | | | | | | | | | | | | | |
| (867) | 0.45 | 45 | R | | | | | | | | | | | | | 08/10/2004 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (868) | 0.43 | 220 | R | | | From: 15-605 | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (869) | 0.35 | 170 | R | | | From: Dead End | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | To: US 501; 15-1029 | | | | | | | | | | |
| (870) | 0.20 | 180 | R | | | From: Dead End | | | | | NA | | NA | | | 08/07/2001 |
| | | | | | | To: 15-858 | | | | | | | | | | |
| (871) | 0.33 | 60 | R | | | From: Dead End | | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | To: 15-623; 15-1587 | | | | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (874) | 0.10 | 50 | R | | | From: US 501 | | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (875) | 0.12 | 20 | R | | | From: 15-712 | | | | | NA | | NA | | | 08/27/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (876) Claytor Rd | 0.03 | 70 | R | | | From: Dead End | | | | | NA | | NA | | | 07/31/2001 |
| | | | | | | To: US 501 | | | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (877) Whitestone Dr | 0.50 | 2100 | R | | | From: Bus US 460 | | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | To: 15-1545 | | | | | | | | | | |
| (877) Whitestone Dr | 0.16 | 1900 | R | | | From: 15-1570 | | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | To: 15-1597 | | | | | | | | | | |
| (877) Whitestone Dr | 0.30 | 990 | R | | | From: Dead End | | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | To: 15-1597 | | | | | | | | | | |
| (878) Hamlette Rd | 0.34 | 100 | R | | | From: Dead End | | | | | NA | | NA | | | 08/10/2004 |
| | | | | | | To: 15-792 | | | | | | | | | | |
| (879) Hazel Rd | 0.30 | 100 | R | | | From: SR 24 | | | | | NA | | NA | | | 07/28/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (880) Clinton Dr | 0.20 | 40 | R | | | From: SR 24 Colonial Hwy | | | | | NA | | NA | | | 07/28/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (881) Ivory Lane | 0.63 | 70 | R | | | From: 15-600 | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (882) Wyndolm Rd | 0.17 | 40 | R | | | From: Dead End | | | | | NA | | NA | | | 08/17/2004 |
| | | | | | | To: 15-694 | | | | | | | | | | |
| (883) Thistle Rd | 0.40 | 100 | R | | | From: Dead End | | | | | NA | | NA | | | 08/10/2004 |
| | | | | | | To: 15-615 | | | | | | | | | | |
| (884) Bocock Rd | 0.24 | 420 | R | | | From: US 501 | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (885) Prestwood Rd | 0.16 | 330 | R | | | From: 15-678 | | | | | NA | | NA | | | 08/27/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (886) Drummer St | 0.10 | 46 | R | | | | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (886) Drummer St | 0.06 | 80 | R | | | | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (887) | 0.22 | NA | | | | | | | | | NA | | | NA | | |
| | | | | | | | | | | | | | | | | |
| (888) Hawkins Rd | 1.03 | 410 | R | | | | | | | | NA | | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (888) Hawkins Rd | 0.35 | 500 | R | | | | | | | | NA | | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (889) High View Place | 0.14 | 140 | R | | | | | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (890) Garrett Lane | 0.40 | 50 | R | | | | | | | | NA | | | NA | | 07/17/2001 |
| | | | | | | | | | | | | | | | | |
| (891) Back Alley | 0.03 | 120 | R | | | | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (892) Woodhaven Dr | 0.11 | 570 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (892) Woodhaven Dr | 0.15 | 280 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (892) Woodhaven Dr | 0.44 | 170 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (893) Plateau Dr | 0.20 | 90 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (893) Plateau Dr | 0.30 | 200 | R | | | | | | | | NA | | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (894) Kelly Rd | 0.40 | 100 | R | | | | | | | | NA | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (895) Lively Lane | 0.10 | 1700 | R | | | | | | | | NA | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (896) Old Pocket Rd | 1.02 | 250 | R | | | | | | | | NA | | | NA | | 07/16/2001 |
| | | | | | | | | | | | | | | | | |
| (897) Pauls Rd | 0.60 | 200 | R | | | | | | | | NA | | | NA | | 08/10/2004 |
| | | | | | | | | | | | | | | | | |
| (898) Trestle Rd | 0.50 | 60 | R | | | | | | | | NA | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (899) | 0.06 | 10 | R | | | | | | | | NA | | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (900) Magnolia Dr | 0.15 | 90 | R | | | | | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (901) Lily Lane | 0.25 | 50 | R | | | | | | | | | | | NA | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (902) | 0.13 | 80 | R | | | | | | | | | | | NA | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (902) | 0.13 | 80 | R | | | | | | | | | | | NA | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (903) Jay Lane | 0.35 | 90 | R | | | | | | | | | | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (904) Canal Trace | 0.30 | 110 | R | | | | | | | | | | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (905) Watts Town Rd | 0.25 | 90 | R | | | | | | | | | | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (906) Eastward Dr | 0.34 | 120 | R | | | | | | | | | | | NA | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (907) Winston Lane | 0.06 | 60 | R | | | | | | | | | | | NA | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (908) | 0.67 | 70 | R | | | | | | | | | | | NA | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (908) | 0.22 | 70 | R | | | | | | | | | | | NA | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (909) Dillard's Lane | 0.11 | 150 | R | | | | | | | | | | | NA | | 07/18/2001 |
| | | | | | | | | | | | | | | | | |
| (910) Scott Lane | 0.68 | 48 | R | | | | | | | | | | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| (911) Withers Rd | 0.08 | 110 | R | | | | | | | | | | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (912) Castle Craig Dr | 0.68 | 300 | R | | | | | | | | | | | NA | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| (913) | 0.05 | 8 | R | | | | | | | | | | | NA | | 1998 |
| | | | | | | | | | | | | | | | | |
| (913) | 0.15 | 2 | R | | | | | | | | | | | NA | | 1998 |
| | | | | | | | | | | | | | | | | |
| (914) One Mile Rd | 1.00 | 150 | R | | | | | | | | | | | NA | | 08/20/2001 |
| | | | | | | | | | | | | | | | | |
| (915) Troublesome Creek Rd | 0.25 | 90 | R | | | | | | | | | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| (916) Hightrail Lane | 0.12 | 90 | R | | | | | | | | | | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (917) Railview Rd | 1.63 | 600 | G | 94% | 3% | From: US 501 SOUTH | | | | F | 0.144 | F | 0.587 | 610 | G | 2005 |
| (917) Railview Rd | 0.91 | 990 | G | 94% | 3% | From: 15-605 | | | | C | 0.127 | F | 0.693 | 1000 | G | 2005 |
| | | | | | | To: US 501 NORTH | | | | | | | | | | |
| (918) Pine Acres Dr | 0.25 | 120 | R | | | From: 15-752 | | | | NA | | | NA | | | 05/30/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (919) Mimosa Lane | 0.50 | 70 | R | | | From: 15-615 | | | | NA | | | NA | | | 07/10/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (920) Lavender Lane | 0.45 | 140 | R | | | From: Dead End | | | | NA | | | NA | | | 07/28/2004 |
| | | | | | | To: 15-696 | | | | | | | | | | |
| (921) Candlemakers Lane | 0.48 | 170 | R | | | From: 15-670 | | | | NA | | | NA | | | 08/29/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (923) Elmwood Lane | 0.32 | 90 | R | | | From: Dead End | | | | NA | | | NA | | | 08/20/2001 |
| | | | | | | To: US 29 Wards Rd | | | | | | | | | | |
| (924) Brentwood Lane | 0.22 | 70 | R | | | From: US 29 | | | | NA | | | NA | | | 07/28/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (925) Yuille Lane | 0.39 | 160 | R | | | From: 15-605 | | | | NA | | | NA | | | 08/14/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (926) Carriage Lane | 0.14 | 50 | R | | | From: 15-721 | | | | NA | | | NA | | | 07/09/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (927) Burnt House Rd | 0.15 | 130 | R | | | From: 15-648 | | | | NA | | | NA | | | 07/17/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (928) Booker Rd | 0.05 | 650 | R | | | From: Dead End | | | | NA | | | NA | | | 08/24/2004 |
| | | | | | | To: US 501 | | | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (929) Daddy Rabbit Lane | 0.10 | 90 | R | | | From: 15-725 | | | | NA | | | NA | | | 08/17/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (930) Plantation Dr | 0.15 | 120 | R | | | From: Cul-de-Sac | | | | NA | | | NA | | | 08/29/2001 |
| | | | | | | To: 15-680 | | | | | | | | | | |
| (931) Pebble Rd | 0.35 | 40 | R | | | From: Dead End | | | | NA | | | NA | | | 08/10/2004 |
| | | | | | | To: 15-651 | | | | | | | | | | |
| (932) Ivy Knoll Dr | 0.22 | 100 | R | | | From: 15-652 | | | | NA | | | NA | | | 08/14/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (933) Thomasville Rd | 0.03 | 20 | R | | | From: Dead End | | | | NA | | | NA | | | 1998 |
| | | | | | | To: US 501 | | | | | | | | | | |
| (934) Berkeley Ln | 0.20 | 100 | R | | | From: Dead End | | | | NA | | | NA | | | 08/17/2004 |
| | | | | | | To: 15-811 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (936) Twin Lakes Rd | 0.10 | 220 | R | | | | | | | | | NA | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (937) Rhonda Rd | 0.61 | 160 | R | | | | | | | | | NA | | NA | | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (939) Central Dr | 0.07 | 130 | R | | | | | | | | | NA | | NA | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (941) Cricket Lane | 0.30 | 80 | R | | | | | | | | | NA | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (942) Lake Crest Dr | 0.25 | 450 | R | | | | | | | | | NA | | NA | | 07/17/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (943) Short Rd | 0.25 | 40 | R | | | | | | | | | NA | | NA | | 09/17/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (944) Falkland Pl Rd | 0.43 | 70 | R | | | | | | | | | NA | | NA | | 08/17/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (945) Lark Ln | 0.10 | 20 | R | | | | | | | | | NA | | NA | | 1993 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (946) Hall Rd | 0.10 | 40 | R | | | | | | | | | NA | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (947) Rocky Ridge Rd | 0.40 | 60 | R | | | | | | | | | NA | | NA | | 07/28/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (950) Kings Way Rd | 0.20 | 70 | R | | | | | | | | | NA | | NA | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (958) | 0.08 | NA | | | | | | | | | | NA | | NA | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (959) | 0.30 | NA | | | | | | | | | | NA | | NA | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (960) | 0.08 | 40 | R | | | | | | | | | NA | | NA | | 09/26/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (960) | 0.20 | 130 | R | | | | | | | | | NA | | NA | | 09/26/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (970) | 0.15 | 0 | R | | | | | | | | | NA | | NA | | 1998 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (972) | 0.16 | 800 | R | | | | | | | | | NA | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1000) | 0.11 | 410 | R | | | | | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1001) Anselm Dr | 0.25 | 100 | R | | | | | | | | | NA | | NA | | 07/09/2001 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1002) | 0.27 | 100 | R | | | From: SR 24 | | | | | NA | | | NA | | 09/18/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1003) | 0.08 | 40 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 09/18/2001 |
| | | | | | | To: 15-1002 | | | | | | | | | | |
| (1005) Cardwell Ln | 0.01 | 30 | R | | | From: Dead End | | | | | NA | | | NA | | 09/25/2001 |
| | | | | | | To: 15-1006 | | | | | | | | | | |
| (1005) Cardwell Ln | 0.09 | 80 | R | | | From: 15-1006 | | | | | NA | | | NA | | 07/09/2001 |
| | | | | | | To: 15-737 | | | | | | | | | | |
| (1006) Garland Dr | 0.20 | 30 | R | | | From: 15-1005 | | | | | NA | | | NA | | 07/09/2001 |
| | | | | | | To: 15-1007 | | | | | | | | | | |
| (1007) | 0.01 | 1 | R | | | From: Dead End | | | | | NA | | | NA | | 09/18/2001 |
| | | | | | | To: 15-1006 | | | | | | | | | | |
| (1007) Drury Rd | 0.10 | 30 | R | | | From: 15-1006 | | | | | NA | | | NA | | 09/18/2001 |
| | | | | | | To: 15-737 | | | | | | | | | | |
| (1010) | 0.35 | 120 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 07/28/2004 |
| | | | | | | To: 15-651 | | | | | | | | | | |
| (1011) | 0.06 | 30 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 07/28/2004 |
| | | | | | | To: 15-1010 | | | | | | | | | | |
| (1015) | 0.29 | 90 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | To: 15-836 | | | | | | | | | | |
| (1016) Kiowa Rd | 0.32 | 48 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: US 460 | | | | | | | | | | |
| (1017) Circle Dr | 0.20 | 360 | R | | | From: US 460 | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: 15-1019 | | | | | | | | | | |
| (1018) | 0.59 | 160 | R | | | From: 15-1019 SOUTH | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: 15-1019 NORTH | | | | | | | | | | |
| (1019) Westview Cir | 0.09 | 40 | R | | | From: Dead End | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: 15-1017 | | | | | | | | | | |
| (1019) Westview Cir | 0.10 | 140 | R | | | From: 15-1017 | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: 15-1020 | | | | | | | | | | |
| (1019) Westview Cir | 0.15 | 110 | R | | | From: 15-1020 | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: 15-1018 SOUTH | | | | | | | | | | |
| (1019) Westview Cir | 0.15 | 110 | R | | | From: 15-1018 SOUTH | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: 15-1018 NORTH | | | | | | | | | | |
| (1019) Westview Cir | 0.18 | 70 | R | | | From: 15-1018 NORTH | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1020) Lake Pl | 0.07 | 90 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 07/26/2001 |
| | | | | | | To: 15-1019 | | | | | | | | | | |
| (1023) Settlers Row | 0.23 | 70 | R | | | From: 15-662 | | | | | NA | | | NA | | 05/30/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1024) | 0.53 | 200 | R | | | | | | | | NA | | NA | | | 05/30/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1025) | 0.33 | 30 | R | | | | | | | | NA | | NA | | | 09/18/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1026) | 0.11 | 20 | R | | | | | | | | NA | | NA | | | 09/18/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1027) | 0.09 | 30 | R | | | | | | | | NA | | NA | | | 09/18/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1029) Opossum Creek Ln | 0.08 | 30 | R | | | | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1030) | 0.13 | 60 | R | | | | | | | | NA | | NA | | | 08/27/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1031) | 0.26 | 80 | R | | | | | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1032) | 0.40 | NA | | | | | | | | | NA | | NA | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1034) | 0.22 | NA | | | | | | | | | NA | | NA | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1035) Dianne Dr | 0.28 | 170 | R | | | | | | | | NA | | NA | | | 07/24/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1036) | 0.53 | 110 | R | | | | | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1037) | 0.07 | NA | | | | | | | | | NA | | NA | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1040) Doewood Pl | 0.16 | 240 | R | | | | | | | | NA | | NA | | | 05/30/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1043) Cresthaven Ter | 0.42 | 380 | R | | | | | | | | NA | | NA | | | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1044) | 0.34 | 280 | R | | | | | | | | NA | | NA | | | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1045) | 0.22 | 450 | R | | | | | | | | NA | | NA | | | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1046) | 0.08 | 70 | R | | | | | | | | NA | | NA | | | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (1101) Charlotte St | 0.29 | 780 | R | | | | | | | | NA | | NA | | | 08/08/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1101) Charlotte St | 0.05 | 260 | R | | | | | | | | NA | | NA | | | 08/08/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|-----------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (1101) Charlotte St | 0.09 | 47 | R | | | | From: 0.05 ME 15-1130 | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1102) | 0.04 | 490 | R | | | | From: 15-1147 | | | | NA | | | NA | | 08/31/2004 |
| (1102) | 0.10 | 1200 | G | 98% | 1% | 0% | 0% | 0% | 0% | C | 0.096 | F | 0.542 | 1200 | G | 2005 |
| (1102) | 0.48 | 440 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.117 | F | 0.655 | 450 | G | 2005 |
| (1102) | 0.10 | 280 | R | | | | From: 15-1133 | | | | NA | | | NA | | 08/31/2004 |
| (1102) | 0.14 | 280 | R | | | | From: 0.10 ME 15-1133 | | | | NA | | | NA | | 08/31/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1103) W Rush St | 0.05 | 260 | R | | | | From: 15-1104 | | | | NA | | | NA | | 08/14/2001 |
| (1103) W Rush St | 0.06 | 600 | R | | | | From: 15-1135 | | | | NA | | | NA | | 08/08/2001 |
| (1103) E Rush St | 0.06 | 1300 | R | | | | From: US 501 | | | | NA | | | NA | | 08/14/2001 |
| (1103) E Rush St | 0.08 | 800 | R | | | | From: 15-1141 | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | To: 15-1111 | | | | | | | | | |
| (1104) Bank St | 0.09 | 110 | R | | | | From: Dead End | | | | NA | | | NA | | 08/14/2001 |
| (1104) Bank St | 0.23 | 90 | R | | | | From: 15-1120 | | | | NA | | | NA | | 08/14/2001 |
| (1104) Bank St | 0.07 | 60 | R | | | | From: 15-1103 | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | To: 15-1128 | | | | | | | | | |
| (1105) Marshall St | 0.09 | 50 | R | | | | From: US 501 | | | | NA | | | NA | | 07/31/2001 |
| (1105) Marshall St | 0.09 | 60 | R | | | | From: 15-1132 | | | | NA | | | NA | | 08/31/2004 |
| (1105) Marshall St | 0.06 | 48 | R | | | | From: 15-1130 | | | | NA | | | NA | | 08/31/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1106) Mattox St | 0.14 | 50 | R | | | | From: Dead End | | | | NA | | | NA | | 08/08/2001 |
| (1106) Mattox St | 0.16 | 220 | R | | | | From: 15-1124 | | | | NA | | | NA | | 08/08/2001 |
| | | | | | | | To: US 501 | | | | | | | | | |
| (1107) | 0.03 | 10 | R | | | | From: Dead End | | | | NA | | | NA | | 08/31/2004 |
| (1107) Church St | 0.14 | 70 | R | | | | From: 15-1125 | | | | NA | | | NA | | 07/31/2001 |
| (1107) Church St | 0.17 | 250 | R | | | | From: 15-1137 | | | | NA | | | NA | | 07/31/2001 |
| | | | | | | | To: 15-1102 | | | | | | | | | |
| (1108) Terry Rd | 0.12 | 170 | R | | | | From: US 501 | | | | NA | | | NA | | 07/31/2001 |
| (1108) Terry Rd | 0.04 | 10 | R | | | | From: 15-1132 | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (1109) Earl St | 0.13 | 110 | R | | | | | | | | NA | | NA | | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1110) Carson St | 0.26 | 80 | R | | | | | | | | NA | | NA | | | 07/31/2001 |
| (1110) Jarvis St | 0.06 | 130 | R | | | | | | | | NA | | NA | | | 07/31/2001 |
| (1111) Main St | 0.23 | 1900 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.112 | F | 0.515 | 1900 | G | 2005 |
| (1111) Main St | 0.27 | 2400 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.100 | F | 0.502 | 2400 | G | 2005 |
| (1112) Foundry St | 0.06 | 580 | R | | | | | | | | NA | | NA | | | 07/31/2001 |
| (1112) Foundry St | 0.06 | 140 | R | | | | | | | | NA | | NA | | | 07/31/2001 |
| (1113) Clark St | 0.24 | 120 | R | | | | | | | | NA | | NA | | | 08/08/2001 |
| (1114) W Williams St | 0.06 | 40 | R | | | | | | | | NA | | NA | | | 08/08/2001 |
| (1114) W Williams St | 0.07 | 30 | R | | | | | | | | NA | | NA | | | 08/08/2001 |
| (1114) E Williams St | 0.11 | 100 | R | | | | | | | | NA | | NA | | | 08/08/2001 |
| (1115) Old Main St | 0.28 | 190 | R | | | | | | | | NA | | NA | | | 08/31/2004 |
| (1115) Old Main St | 0.17 | 310 | R | | | | | | | | NA | | NA | | | 08/31/2004 |
| (1116) Caroline Ave | 0.12 | 240 | R | | | | | | | | NA | | NA | | | 07/31/2001 |
| (1116) Caroline Ave | 0.05 | 230 | R | | | | | | | | NA | | NA | | | 07/31/2001 |
| (1116) Caroline Ave | 0.08 | 190 | R | | | | | | | | NA | | NA | | | 07/31/2001 |
| (1116) Caroline Ave | 0.03 | 300 | R | | | | | | | | NA | | NA | | | 07/31/2001 |
| (1117) Adams Ferry Rd | 0.09 | 40 | R | | | | | | | | NA | | NA | | | 08/31/2004 |
| (1118) Smith St | 0.09 | 460 | R | | | | | | | | NA | | NA | | | 08/14/2001 |
| (1119) Webb St | 0.09 | 60 | R | | | | | | | | NA | | NA | | | 08/06/2001 |
| (1119) Webb St | 0.06 | 40 | R | | | | | | | | NA | | NA | | | 08/06/2001 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (1120) | 0.03 | 20 | R | | | | | | | | | | | NA | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (1121) Water St | 0.08 | 150 | R | | | | | | | | | | | NA | | 08/06/2001 |
| | | | | | | | | | | | | | | | | |
| (1122) Laprade St | 0.07 | 46 | R | | | | | | | | | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1122) Laprade St | 0.05 | 30 | R | | | | | | | | | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1123) Sycamore St | 0.15 | 40 | R | | | | | | | | | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1124) West End St | 0.06 | 160 | R | | | | | | | | | | | NA | | 08/08/2001 |
| | | | | | | | | | | | | | | | | |
| (1125) Brook St | 0.17 | 100 | R | | | | | | | | | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1125) Brook St | 0.19 | 200 | R | | | | | | | | | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1126) Foster St | 0.10 | 80 | R | | | | | | | | | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1127) Hale St | 0.15 | 50 | R | | | | | | | | | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1128) | 0.05 | 60 | R | | | | | | | | | | | NA | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (1129) Pick St | 0.10 | 20 | R | | | | | | | | | | | NA | | 08/06/2001 |
| | | | | | | | | | | | | | | | | |
| (1130) Southeast St | 0.02 | 220 | R | | | | | | | | | | | NA | | 08/31/2004 |
| | | | | | | | | | | | | | | | | |
| (1130) Southeast St | 0.05 | 180 | R | | | | | | | | | | | NA | | 08/31/2004 |
| | | | | | | | | | | | | | | | | |
| (1130) Southeast St | 0.06 | 270 | R | | | | | | | | | | | NA | | 08/31/2004 |
| | | | | | | | | | | | | | | | | |
| (1130) Southeast St | 0.06 | 110 | R | | | | | | | | | | | NA | | 08/31/2004 |
| | | | | | | | | | | | | | | | | |
| (1130) Southeast St | 0.04 | 30 | R | | | | | | | | | | | NA | | 08/31/2004 |
| | | | | | | | | | | | | | | | | |
| (1131) | 0.25 | 190 | R | | | | | | | | | | | NA | | 08/06/2001 |
| | | | | | | | | | | | | | | | | |
| (1131) | 0.06 | 210 | R | | | | | | | | | | | NA | | 08/06/2001 |
| | | | | | | | | | | | | | | | | |
| (1132) C F Gray St | 0.05 | 40 | R | | | | | | | | | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1132) C F Gray St | 0.11 | 60 | R | | | | | | | | | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (1132) W Forest St | 0.06 | 70 | R | | | | From: 15-1105 | | | | | | | NA | | 08/06/2001 |
| (1132) W Forest St | 0.11 | 120 | R | | | | To: 15-1101 Charlotte St | | | | | | | NA | | 08/06/2001 |
| (1132) W Forest St | 0.06 | 110 | R | | | | From: 15-1139 | | | | | | | NA | | 08/05/2001 |
| (1132) W Forest St | 0.08 | 110 | R | | | | To: 15-1143 Lacy St | | | | | | | NA | | 08/06/2001 |
| (1132) W Forest St | 0.07 | 110 | R | | | | From: 15-1119 | | | | | | | NA | | 08/06/2001 |
| (1132) E Forest St | 0.07 | 90 | R | | | | To: SR 40 | | | | | | | NA | | 08/06/2001 |
| (1132) E Forest St | 0.01 | 10 | R | | | | From: 0.07 ME SR 40 | | | | | | | NA | | 08/06/2001 |
| (1132) E Forest St | 0.02 | 10 | R | | | | To: 0.08 ME SR 40 | | | | | | | NA | | 08/06/2001 |
| (1133) Reke Owen St | 0.27 | 80 | R | | | | From: 15-1144 | | | | | | | NA | | 08/06/2001 |
| (1133) Reke Owen St | | | | | | | To: 15-1102 | | | | | | | NA | | 07/31/2001 |
| (1134) Barksdale St | 0.09 | 45 | R | | | | From: Dead End | | | | | | | NA | | 07/31/2001 |
| (1134) Barksdale St | | | | | | | To: 15-1110 | | | | | | | NA | | 07/31/2001 |
| (1135) Carolina Ave | 0.09 | 180 | R | | | | From: Dead End | | | | | | | NA | | 08/14/2001 |
| (1135) Carolina Ave | | | | | | | To: 15-1103 | | | | | | | NA | | 08/14/2001 |
| (1136) Daniel St | 0.03 | 20 | R | | | | From: Dead End | | | | | | | NA | | 08/24/2004 |
| (1136) Daniel St | | | | | | | To: 15-1131 | | | | | | | NA | | 08/24/2004 |
| (1137) Third St | 0.09 | 90 | R | | | | From: 15-1125 | | | | | | | NA | | 07/31/2001 |
| (1137) Third St | 0.04 | 48 | R | | | | To: 15-1107 | | | | | | | NA | | 07/31/2001 |
| (1137) Third St | | | | | | | From: 15-1142 | | | | | | | NA | | 07/31/2001 |
| (1138) Todd St | 0.12 | 1700 | R | | | | From: Dead End | | | | | | | NA | | 07/31/2001 |
| (1138) Todd St | | | | | | | To: 15-1111; 15-1115 | | | | | | | NA | | 07/31/2001 |
| (1139) Harrison St | 0.15 | 370 | R | | | | From: US 501 | | | | | | | NA | | 08/31/2004 |
| (1139) Harrison St | 0.05 | 330 | R | | | | To: 15-1132 | | | | | | | NA | | 08/31/2004 |
| (1139) Willow Ln | 0.07 | 280 | R | | | | From: 15-1140 | | | | | | | NA | | 08/31/2004 |
| (1139) Willow Ln | | | | | | | To: 15-1130 | | | | | | | NA | | 08/31/2004 |
| (1140) Lynn St | 0.11 | 20 | R | | | | From: 15-1101 | | | | | | | NA | | 07/31/2001 |
| (1140) Lynn St | 0.06 | 20 | R | | | | To: 15-1139 | | | | | | | NA | | 07/31/2001 |
| (1140) Lynn St | | | | | | | From: 15-1143 | | | | | | | NA | | 07/31/2001 |
| (1141) Alabama Ave | 0.07 | 130 | R | | | | From: 15-1112 | | | | | | | NA | | 07/31/2001 |
| (1141) Alabama Ave | 0.05 | 450 | R | | | | To: 15-1103 | | | | | | | NA | | 07/31/2001 |
| (1141) Alabama Ave | | | | | | | From: Dead End | | | | | | | NA | | 07/31/2001 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (1142) Central St | 0.07 | 40 | R | | | | | | | | NA | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1142) Central St | 0.15 | 140 | R | | | | | | | | NA | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1143) Lacy St | 0.05 | 10 | R | | | | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (1143) Lacy St | 0.05 | 10 | R | | | | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (1144) Riverside Dr | 0.06 | 30 | R | | | | | | | | NA | | | NA | | 08/06/2001 |
| | | | | | | | | | | | | | | | | |
| (1144) Riverside Dr | 0.07 | 10 | R | | | | | | | | NA | | | NA | | 08/06/2001 |
| | | | | | | | | | | | | | | | | |
| (1145) Parkway Dr | 0.20 | 130 | R | | | | | | | | NA | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1145) Parkway Dr | 0.11 | 10 | R | | | | | | | | NA | | | NA | | 07/31/2001 |
| | | | | | | | | | | | | | | | | |
| (1146) B St | 0.12 | 20 | R | | | | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | | | | | | | | | | | |
| (1147) Commerce St | 0.02 | 220 | R | | | | | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| (1148) | 0.05 | 230 | R | | | | | | | | NA | | | NA | | 08/31/2004 |
| | | | | | | | | | | | | | | | | |
| (1149) | 0.35 | 220 | R | | | | | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1150) Village Terrace | 0.28 | 80 | R | | | | | | | | NA | | | NA | | 07/18/2001 |
| | | | | | | | | | | | | | | | | |
| (1154) | 0.12 | NA | | | | | | | | | NA | | | NA | | |
| | | | | | | | | | | | | | | | | |
| (1155) | 0.32 | 220 | R | | | | | | | | NA | | | NA | | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1160) Gateway Hills Rd | 0.34 | 130 | R | | | | | | | | NA | | | NA | | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1164) | 0.72 | 570 | R | | | | | | | | NA | | | NA | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (1165) | 0.62 | 230 | R | | | | | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| (1166) | 0.57 | NA | | | | | | | | | NA | | | NA | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|-----|-------|------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1190) Fernbrooke Dr | 0.23 | 80 | R | | | | From: US 29 | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1312) Woodruff Dr | 0.15 | 60 | R | | | | From: 15-733 | | | | | NA | | NA | | 07/18/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1318) Oak Ridge Dr | 0.56 | 310 | R | | | | From: Dead End | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: 15-714 | | | | | | | | | |
| (1326) Hogan Hill Lane | 0.17 | 70 | R | | | | From: Dead End | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: SR 43 | | | | | | | | | |
| (1328) Dewberry Lane | 0.17 | 10 | R | | | | From: 15-712 | | | | | NA | | NA | | 08/27/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1330) | 0.07 | 70 | R | | | | From: 15-1332 | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1331) Gibson Rd | 0.13 | 110 | R | | | | From: Dead End | | | | | NA | | NA | | 07/16/2001 |
| | | | | | | | To: 15-710 | | | | | | | | | |
| (1332) Holly Hills Dr | 0.16 | 270 | R | | | | From: 15-1337 | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: 15-1333 | | | | | | | | | |
| (1332) Holly Hills Dr | 0.28 | 510 | R | | | | From: 15-1333 | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: FR-626 | | | | | | | | | |
| (1333) Quail Ridge Dr | 0.11 | 100 | R | | | | From: Dead End | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: 15-1335 | | | | | | | | | |
| (1333) Quail Ridge Dr | 0.12 | 180 | R | | | | From: 15-1332 | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: 15-1332 | | | | | | | | | |
| (1334) Three Chop Cir | 0.08 | 30 | R | | | | From: 15-1332 | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1335) Whispering Pine Cir | 0.08 | 50 | R | | | | From: 15-1333 | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1336) Glade Ct | 0.13 | 60 | R | | | | From: 15-1332 | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1337) Chimney Ridge Ct | 0.24 | 120 | R | | | | From: Cul-de-Sac | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: 15-1332 | | | | | | | | | |
| (1338) | 0.44 | 160 | R | | | | From: 15-1339 | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: 15-896 | | | | | | | | | |
| (1339) | 0.47 | 80 | R | | | | From: 15-1338 | | | | | NA | | NA | | 07/24/2001 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1340) Levonne St | 0.08 | 120 | R | | | | From: 15-699 | | | | | NA | | NA | | 08/27/2001 |
| | | | | | | | To: 15-1341 | | | | | | | | | |
| (1341) Gail Ln | 0.04 | 48 | R | | | | From: Dead End | | | | | NA | | NA | | 08/27/2001 |
| | | | | | | | To: 15-1340 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|-------------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1341) Gail Ln | 0.05 | 50 | R | | | | From: 15-1340 | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1345) Hallwood Dr | 0.12 | 250 | R | | | | From: 15-692 | | | | NA | | | NA | | 08/20/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1400) Federal Hill Dr | 0.74 | 190 | R | | | | From: 15-623 | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | | To: Bedford County Line | | | | | | | | | |
| (1401) Sunburst Hills Rd | 0.50 | 90 | R | | | | From: 15-1581 | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | | To: 15-1404 | | | | | | | | | |
| (1401) Sunburst Hills Rd | 0.09 | 280 | R | | | | From: 15-1404 | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | | To: 15-1403 | | | | | | | | | |
| (1401) Sunburst Hills Rd | 0.12 | 230 | R | | | | From: 15-1403 | | | | NA | | | NA | | 09/14/2004 |
| | | | | | | | To: 15-681 | | | | | | | | | |
| (1402) Salem Rd | 0.18 | 140 | R | | | | From: Dead End | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | To: 15-1403 | | | | | | | | | |
| (1402) Salem Rd | 0.10 | 310 | R | | | | From: 15-1403 | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | To: 15-681 | | | | | | | | | |
| (1403) Luenburg Dr | 0.15 | 110 | R | | | | From: 15-1401 | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | To: 15-1402 | | | | | | | | | |
| (1404) Rowland Dr | 0.03 | 30 | R | | | | From: 15-1401 | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1407) | 0.14 | 130 | R | | | | From: Cul-de-Sac | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | To: 15-858 | | | | | | | | | |
| (1408) George St | 0.13 | 590 | R | | | | From: Dead End | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | To: 15-1421 | | | | | | | | | |
| (1408) George St | 0.20 | 870 | R | | | | From: 15-1421 | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | To: 15-679 | | | | | | | | | |
| (1408) George St | 0.35 | 250 | R | | | | From: 15-679 | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | To: 15-1416 | | | | | | | | | |
| (1408) George St | 0.20 | 70 | R | | | | From: 15-1416 | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1410) Roger Dr | 0.31 | 140 | R | | | | From: Cul-de-Sac | | | | NA | | | NA | | 08/14/2001 |
| | | | | | | | To: 15-681 | | | | | | | | | |
| (1416) Willis Dr | 0.37 | 20 | R | | | | From: 15-679 | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | To: 0.37 MN 15-679 | | | | | | | | | |
| (1416) Willis Dr | 0.07 | 50 | R | | | | From: 0.37 MN 15-679 | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | To: 15-1408 | | | | | | | | | |
| (1417) Avondale Dr | 0.30 | 30 | R | | | | From: SCL Lynchburg | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | To: SCL Lynchburg | | | | | | | | | |
| (1419) Pearson Dr | 0.40 | 350 | R | | | | From: 15-677 | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | To: 15-1420 | | | | | | | | | |
| (1419) Pearson Dr | 0.09 | 90 | R | | | | From: 15-1420 | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1420) Little Raven Dr | 0.07 | 30 | R | | | | 15-1419 | | | | NA | | | NA | | 1998 |
| | | | | | | | Dead End | | | | | | | | | |
| (1421) Holcombe Rd | 0.19 | 130 | R | | | | 15-1408 | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | 15-1422 | | | | | | | | | |
| (1422) Hopkins Rd | 0.30 | 170 | R | | | | Dead End | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | 15-1421 | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | 15-679 | | | | | | | | | |
| (1423) Clearview Circle | 0.63 | 160 | R | | | | 15-1423 Begin Loop | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | 15-1424 | | | | NA | | | NA | | 08/29/2001 |
| (1423) Clearview Circle | 0.06 | 320 | R | | | | 15-1423 End Loop | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | 15-677 | | | | NA | | | NA | | 1998 |
| (1424) Idaho Rd | 0.03 | 40 | R | | | | 15-1423 | | | | NA | | | NA | | 1998 |
| | | | | | | | Cul-de-Sac | | | | | | | | | |
| (1425) Wilderness Rd | 0.57 | 250 | R | | | | Cul-de-Sac | | | | NA | | | NA | | 1998 |
| | | | | | | | 15-677 | | | | | | | | | |
| (1426) Kaela Dr | 0.09 | 180 | R | | | | 15-1423 | | | | NA | | | NA | | 1998 |
| | | | | | | | 15-1425 | | | | | | | | | |
| (1428) Edgewood Dr | 0.16 | 340 | R | | | | ECL Lynchburg | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | 15-1431 | | | | | | | | | |
| (1429) Myrtle Lane | 0.32 | 40 | R | | | | SCL Lynchburg | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | SCL Lynchburg | | | | | | | | | |
| (1430) Quartz Rd | 0.06 | 8 | R | | | | Dead End | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | US 29 | | | | | | | | | |
| (1431) | 0.06 | 110 | R | | | | Dead End | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | 15-1428 | | | | | | | | | |
| (1431) | 0.09 | 120 | R | | | | Dead End | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | Dead End | | | | | | | | | |
| (1433) Rangoon St | 0.28 | 480 | R | | | | Dead End | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | | US 29 | | | | | | | | | |
| (1434) | 0.68 | NA | | | | | 15-738 English Tavern Rd | | | | NA | | | NA | | |
| | | | | | | | 15-1435 | | | | | | | | | |
| (1435) | 0.59 | NA | | | | | 15-1434 | | | | NA | | | NA | | |
| | | | | | | | 15-1434 | | | | | | | | | |
| (1436) | 0.13 | NA | | | | | Cul-de-Sac | | | | NA | | | NA | | |
| | | | | | | | 15-1434 | | | | | | | | | |
| (1437) | 0.13 | NA | | | | | Cul-de-Sac | | | | NA | | | NA | | |
| | | | | | | | 15-1435 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------|---------------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1450) Brookwood Dr | 0.35 | 110 | R | | | | From: Dead End | | | | NA | | NA | | | 1998 |
| | | | | | | | To: 15-680 | | | | | | | | | |
| (1471) Chinkapin Rd | 0.11 | 100 | R | | | | From: 15-670 | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | | To: 15-1472 | | | | | | | | | |
| (1472) Elder Ln | 0.05 | 8 | R | | | | From: 15-1471 | | | | NA | | NA | | | 1998 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1473) Dunivan Dr | 0.70 | 190 | R | | | | From: Dead End | | | | NA | | NA | | | 1998 |
| | | | | | | | To: 15-670 | | | | | | | | | |
| (1480) Ross Woods Dr | 0.14 | 110 | R | | | | From: 15-677 | | | | NA | | NA | | | 1998 |
| | | | | | | | To: 15-670 | | | | | | | | | |
| (1481) Knoll Woods Dr | 0.55 | 190 | R | | | | From: Cul-de-Sac | | | | NA | | NA | | | 1998 |
| | | | | | | | To: 15-1483 | | | | | | | | | |
| (1481) Knoll Woods Dr | 0.27 | 260 | R | | | | From: 15-1483 | | | | NA | | NA | | | 1998 |
| | | | | | | | To: 15-1482 | | | | | | | | | |
| (1481) Knoll Woods Dr | 0.07 | 380 | R | | | | From: 15-1482 | | | | NA | | NA | | | 1998 |
| | | | | | | | To: 15-670 | | | | | | | | | |
| (1482) Grant Ave | 0.04 | 6 | R | | | | From: Dead End | | | | NA | | NA | | | 1998 |
| | | | | | | | To: 15-1481 | | | | | | | | | |
| (1483) Soldier Ave | 0.04 | 120 | R | | | | From: Dead End | | | | NA | | NA | | | 1998 |
| | | | | | | | To: 15-1481 | | | | | | | | | |
| (1497) Chelsea Dr | 0.29 | 190 | R | | | | From: Bedford County Line | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1498) Britt Pl | 0.10 | 100 | R | | | | From: Bedford County Line | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1499) Eton Dr | 0.07 | 60 | R | | | | From: 09-1500 | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | | To: 15-1498 | | | | | | | | | |
| (1500) | 0.04 | 30 | R | | | | From: Dead End | | | | NA | | NA | | | 08/07/2001 |
| | | | | | | | To: 15-1614 | | | | | | | | | |
| (1500) | 0.07 | 210 | R | | | | From: 15-1614 | | | | NA | | NA | | | 08/07/2001 |
| | | | | | | | To: 15-1580 | | | | | | | | | |
| (1500) | 0.06 | 10 | R | | | | From: 15-1580 | | | | NA | | NA | | | 08/07/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1501) | 0.20 | 1200 | R | | | | From: 15-682 | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | | To: 15-1502 | | | | | | | | | |
| (1501) | 0.30 | 830 | R | | | | From: 15-1502 | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | | To: 15-1503 | | | | | | | | | |
| (1501) | 0.46 | 1400 | R | | | | From: 15-1503 | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | | To: SCL Lynchburg | | | | | | | | | |
| (1502) Deerwood Dr | 0.21 | 290 | R | | | | From: 15-1501 | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | | To: 15-1540 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1502) Deerwood Dr | 0.15 | 110 | R | | | From: 15-1540 | | | | | NA | | | NA | | 08/29/2001 |
| (1502) Deerwood Dr | 0.02 | 100 | R | | | To: 15-1541 | | | | | NA | | | NA | | 08/29/2001 |
| (1502) Soundview Dr | 0.03 | 20 | R | | | From: 15-1503 | | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1503) Hermitage Rd | 0.07 | 100 | R | | | From: 15-1501 | | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | To: 15-1502 | | | | | | | | | | |
| (1504) Sunny Bank Dr | 0.42 | 230 | R | | | From: Bus US 460 | | | | | NA | | | NA | | 09/07/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1505) Farfields Dr | 0.50 | 490 | R | | | From: Bus US 460 | | | | | NA | | | NA | | 08/27/2001 |
| (1505) Farfields Dr | 0.09 | 450 | R | | | To: 15-1506 | | | | | NA | | | NA | | 08/27/2001 |
| (1505) Farfields Dr | 0.09 | 420 | R | | | From: 15-1507 | | | | | NA | | | NA | | 08/27/2001 |
| (1505) Farfields Dr | 0.08 | 350 | R | | | To: 15-1508 | | | | | NA | | | NA | | 08/27/2001 |
| (1505) Farfields Dr | 0.49 | 80 | R | | | From: Begin Loop | | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | To: End Loop | | | | | | | | | | |
| (1506) | 0.05 | 20 | R | | | From: Dead End | | | | | NA | | | NA | | 08/27/2001 |
| (1506) | 0.04 | 20 | R | | | To: 15-1505 | | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1507) | 0.04 | 20 | R | | | From: Dead End | | | | | NA | | | NA | | 08/27/2001 |
| (1507) | 0.04 | 20 | R | | | To: 15-1505 | | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1508) Callaway Ct | 0.10 | 180 | R | | | From: 15-1505 | | | | | NA | | | NA | | 08/27/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1509) | 0.12 | 130 | R | | | From: Dead End | | | | | NA | | | NA | | 08/29/2001 |
| (1509) | 0.14 | 380 | R | | | To: 15-1553 | | | | | NA | | | NA | | 08/29/2001 |
| (1509) | 0.10 | 150 | R | | | From: 15-1510 | | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1510) Cavalry Lane | 0.03 | 80 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 08/29/2001 |
| (1510) Cavalry Lane | 0.07 | 130 | R | | | To: 15-1553 | | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | To: 15-1509 | | | | | | | | | | |
| (1511) Oakdale Circle | 0.27 | 70 | R | | | From: 15-1544 SOUTH | | | | | NA | | | NA | | 09/07/2004 |
| | | | | | | To: US 460 BUS; 15-1544 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1512) Hicks Rd | 0.11 | 70 | R | | | | | | | | | | | | | 08/07/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1513) Green Hill Dr | 0.17 | 150 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1514) Patricia Dr | 0.10 | 360 | R | | | | | | | | | | | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1514) Patricia Dr | 0.06 | 120 | R | | | | | | | | | | | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1515) Farmington Rd | 0.19 | 240 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1516) Maybrook Dr | 0.07 | 40 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1517) Westfield Dr | 0.08 | 70 | R | | | | | | | | | | | | | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1518) Tomahawk Dr | 0.13 | 680 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1518) Tomahawk Dr | 0.20 | 940 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1519) Barbour Dr | 0.40 | 190 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1519) Mistletoe Dr | 0.10 | 470 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1519) Mistletoe Dr | 0.13 | 230 | R | | | | | | | | | | | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1520) | 1.58 | 750 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.127 | F | 0.509 | 820 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1520) | 0.48 | 4100 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.112 | F | 0.749 | 4400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1520) | 0.79 | 11000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.091 | F | 0.533 | 12000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1521) Wilson Dr | 0.18 | 80 | R | | | | | | | | | | | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1522) Oak Trail | 0.25 | 170 | R | | | | | | | | | | | | | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1523) White Pine Dr | 0.10 | 100 | R | | | | | | | | | | | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1523) White Pine Dr | 0.28 | 80 | R | | | | | | | | | | | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1524) Charldon Rd | 0.27 | 560 | R | | | | | | | | | | | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1524) Charldon Rd | 0.28 | 170 | R | | | | | | | | | | | | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|------|----|-------|-----|-----------------|---------------------------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1525) Mountain Peak Dr | 0.13 | 540 | R | | | | From: 15-1547 | | | | | | | | | 09/07/2004 |
| (1525) Mountain Peak Dr | 0.20 | 1500 | R | | | | From: 15-1563 | | | | | | | | | 09/07/2004 |
| | | | | | | | To: Bus US 460 | | | | | | | | | |
| (1526) Independence Cir | 0.33 | 80 | R | | | | From: 15-835 | | | | | | | | | 08/20/2001 |
| | | | | | | | To: 15-1527 | | | | | | | | | |
| (1527) Jane Randolph St | 0.08 | 1200 | R | | | | From: Bedford County Line | | | | | | | | | 08/20/2001 |
| (1527) Jane Randolph St | 0.03 | 690 | R | | | | From: 15-1529 | | | | | | | | | 08/20/2001 |
| (1527) Jane Randolph St | 0.09 | 740 | R | | | | From: 15-1526 | | | | | | | | | 08/20/2001 |
| | | | | | | | To: 15-835 | | | | | | | | | |
| (1528) Ventura Dr | 0.21 | 220 | R | | | | From: Dead End | | | | | | | | | 09/07/2004 |
| | | | | | | | To: 15-859 | | | | | | | | | |
| (1529) Hydaway Dr | 0.13 | 750 | R | | | | From: 15-1527 | | | | | | | | | 08/20/2001 |
| (1529) Hydaway Dr | 0.12 | 910 | R | | | | From: 15-1530 | | | | | | | | | 08/20/2001 |
| (1529) Locksley Pl | 0.27 | 760 | R | | | | From: 15-622 | | | | | | | | | 08/20/2001 |
| | | | | | | | To: 15-1573 | | | | | | | | | |
| (1530) Chucks Ln | 0.05 | 70 | R | | | | From: Dead End | | | | | | | | | 08/20/2001 |
| | | | | | | | To: 15-1529 | | | | | | | | | |
| (1531) Dawnridge Dr | 0.88 | 300 | R | | | | From: 15-1520 SOUTH | | | | | | | | | 08/22/2001 |
| | | | | | | | To: 15-1520 NORTH | | | | | | | | | |
| (1532) Jefferson Dr | 0.34 | 180 | R | | | | From: 15-1532 Begin Loop | | | | | | | | | 08/22/2001 |
| (1532) Jefferson Dr | 0.06 | 1400 | R | | | | From: 15-1533 | | | | | | | | | 08/22/2001 |
| (1532) Jefferson Dr | 0.15 | 1200 | R | | | | From: 15-1532 End Loop | | | | | | | | | 08/22/2001 |
| (1532) Jefferson Dr | 0.08 | 1400 | R | | | | From: 15-1535 | | | | | | | | | 08/22/2001 |
| (1532) Jefferson Dr | 0.08 | 1400 | R | | | | From: 15-1531 | | | | | | | | | 08/22/2001 |
| | | | | | | | To: 15-1520 | | | | | | | | | |
| (1533) Horizon Dr | 0.04 | 40 | R | | | | From: Dead End | | | | | | | | | 08/22/2001 |
| (1533) Horizon Dr | 0.21 | 860 | R | | | | From: 15-1572 | | | | | | | | | 08/22/2001 |
| (1533) Horizon Dr | 0.09 | 1000 | R | | | | From: 15-1589 | | | | | | | | | 08/22/2001 |
| | | | | | | | To: 15-1532 | | | | | | | | | |
| (1534) Lantern Ln | 0.10 | 130 | R | | | | From: 15-1535 | | | | | | | | | 09/07/2004 |
| | | | | | | | To: 15-1522; 15-1531 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-------|-----------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1535) Horseman Dr | 0.12 | 220 | R | | | | 15-1536 | | | | NA | | | NA | | 09/07/2004 |
| (1535) Horseman Dr | 0.29 | 220 | R | | | | 15-1534 | | | | NA | | | NA | | 09/07/2004 |
| (1535) Pine Dr | 0.25 | 50 | R | | | | 15-1532 | | | | NA | | | NA | | 09/07/2004 |
| | | | | | | | 15-1531 | | | | | | | | | |
| (1536) Sleepy Hollow Rd | 0.09 | 50 | R | | | | Dead End | | | | NA | | | NA | | 09/07/2004 |
| (1536) Sleepy Hollow Rd | 0.11 | 370 | R | | | | 15-1535 | | | | NA | | | NA | | 09/07/2004 |
| (1536) Sleepy Hollow Rd | 0.05 | 570 | R | | | | 15-1537 | | | | NA | | | NA | | 09/07/2004 |
| | | | | | | | 15-1520 | | | | | | | | | |
| (1537) Fox Hall Ln | 0.05 | 20 | R | | | | 15-1536 | | | | NA | | | NA | | 09/07/2004 |
| | | | | | | | Dead End | | | | | | | | | |
| (1538) Briar Cliff Circle | 0.29 | 350 | R | | | | 15-682 | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | 15-1539 | | | | | | | | | |
| (1539) Briar Cliff Circle | 0.37 | 380 | R | | | | 15-1538 | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | 15-682 | | | | | | | | | |
| (1540) East Overbrook Rd | 0.09 | 80 | R | | | | 15-1502 | | | | NA | | | NA | | 08/29/2001 |
| (1540) East Overbrook Rd | 0.12 | 160 | R | | | | 15-1542 | | | | NA | | | NA | | 08/29/2001 |
| (1540) East Overbrook Rd | 0.09 | 310 | R | | | | 15-1543 | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | SCL Lynchburg | | | | | | | | | |
| (1541) Hermitage Rd | 0.09 | 300 | R | | | | 15-1502 | | | | NA | | | NA | | 08/29/2001 |
| (1541) Hermitage Rd | 0.10 | 120 | R | | | | 15-1542 | | | | NA | | | NA | | 08/29/2001 |
| (1541) Hermitage Rd | 0.04 | 170 | R | | | | 15-1543 | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | SCL Lynchburg | | | | | | | | | |
| (1542) Westlake Dr | 0.13 | 110 | R | | | | 15-1540 | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | 15-1541 | | | | | | | | | |
| (1543) Eastlake Dr | 0.16 | 70 | R | | | | 15-1541 | | | | NA | | | NA | | 08/29/2001 |
| | | | | | | | 15-1540 | | | | | | | | | |
| (1544) Cora Lee Rd | 0.61 | 150 | R | | | | 15-1646 | | | | NA | | | NA | | 09/07/2004 |
| (1544) Oakdale Circle | 0.17 | 540 | R | | | | 15-1511 SOUTH | | | | NA | | | NA | | 09/07/2004 |
| | | | | | | | US 460 BUS; 15-1511 N | | | | | | | | | |
| (1545) Arrowhead Dr | 0.08 | 30 | R | | | | Dead End | | | | NA | | | NA | | 1998 |
| (1545) Arrowhead Dr | 0.05 | 330 | R | | | | 15-1566 | | | | NA | | | NA | | 1998 |
| | | | | | | | 15-1565 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|---------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1545) Arrowhead Dr | 0.41 | 820 | R | | | From: 15-1565 | | | | | NA | | NA | | | 1998 |
| | | | | | | To: 15-877 | | | | | | | | | | |
| (1546) Poplar Terrace Dr | 0.11 | 90 | R | | | From: Dead End | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | To: 15-1547 | | | | | | | | | | |
| (1546) Poplar Terrace Dr | 0.10 | 1600 | R | | | From: 15-1547 | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | To: 15-859 | | | | | | | | | | |
| (1547) Indian Ridge Dr | 0.75 | 770 | R | | | From: 15-1518 | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | To: 15-1520 | | | | | | | | | | |
| (1548) Ash Grove Dr | 0.09 | 80 | R | | | From: Dead End | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | To: 15-1547 | | | | | | | | | | |
| (1549) Smith Rd | 0.28 | 300 | R | | | From: Dead End | | | | | NA | | NA | | | 08/20/2001 |
| | | | | | | To: 15-622 | | | | | | | | | | |
| (1550) Pine Haven Dr | 0.22 | 320 | R | | | From: Bus US 460 | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1551) Kenwood Dr | 0.06 | 40 | R | | | From: Dead End | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | To: 15-1552 | | | | | | | | | | |
| (1551) Kenwood Dr | 0.25 | 290 | R | | | From: 15-1552 | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | To: 15-1520 | | | | | | | | | | |
| (1552) Windsor Ln | 0.10 | 60 | R | | | From: 15-1551 | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | To: 15-1553 | | | | | | | | | | |
| (1552) Windsor Ln | 0.17 | 790 | R | | | From: 15-1553 | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | To: 15-1520 | | | | | | | | | | |
| (1553) Cheyenne Dr | 0.09 | 130 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | To: 15-1510 | | | | | | | | | | |
| (1553) Cheyenne Dr | 0.20 | 220 | R | | | From: 15-1510 | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | To: 15-1509 | | | | | | | | | | |
| (1553) Cheyenne Dr | 0.06 | 310 | R | | | From: 15-1509 | | | | | NA | | NA | | | 08/29/2001 |
| | | | | | | To: 15-1552 | | | | | | | | | | |
| (1554) Irma Dr | 0.08 | 90 | R | | | From: Dead End | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | To: 15-1547 | | | | | | | | | | |
| (1555) Yellowstone Dr | 0.07 | 60 | R | | | From: Dead End | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | To: 15-1547 | | | | | | | | | | |
| (1555) Yellowstone Dr | 0.10 | 320 | R | | | From: 15-1547 | | | | | NA | | NA | | | 09/09/2004 |
| | | | | | | To: 15-1563 | | | | | | | | | | |
| (1556) Cambridge Pl | 0.09 | 70 | R | | | From: Dead End | | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | To: 15-1547 | | | | | | | | | | |
| (1557) Crossway Rd | 0.14 | 2600 | R | | | From: 15-1558 | | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | To: 15-1520 | | | | | | | | | | |
| (1558) Wellington Dr | 0.27 | 350 | R | | | From: Bedford County Line | | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | To: 15-1598 SOUTH | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|------|----|-------|-----|-------|---------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1558) Wellington Dr | 0.17 | 880 | R | | | | From: 15-1598 SOUTH | | | | | | | NA | NA | 09/07/2004 |
| (1558) Wellington Dr | 0.07 | 950 | R | | | | To: 15-1599 | | | | | | | NA | NA | 09/07/2004 |
| (1558) Wellington Dr | 0.08 | 1300 | R | | | | From: 15-1598 NORTH | | | | | | | NA | NA | 09/07/2004 |
| (1558) Wellington Dr | 0.20 | 1400 | R | | | | To: 15-1559 | | | | | | | NA | NA | 09/07/2004 |
| (1558) Wellington Dr | 0.14 | 1300 | R | | | | From: 15-1557 | | | | | | | NA | NA | 09/07/2004 |
| (1558) Wellington Dr | | | | | | | To: 15-1560 | | | | | | | | | |
| (1559) Collington Dr | 0.13 | 150 | R | | | | From: Dead End | | | | | | | NA | NA | 09/09/2004 |
| (1559) Collington Dr | 0.14 | 530 | R | | | | To: 15-1558 | | | | | | | NA | NA | 09/09/2004 |
| (1559) Collington Dr | 0.04 | 360 | R | | | | From: 15-1560 | | | | | | | NA | NA | 09/09/2004 |
| (1559) Collington Dr | 0.39 | 330 | R | | | | To: 15-1561 | | | | | | | NA | NA | 09/09/2004 |
| (1559) Collington Dr | | | | | | | From: 15-1560 | | | | | | | | | |
| (1560) Winding Way Rd | 0.22 | 430 | R | | | | To: 15-1559 | | | | | | | NA | NA | 09/07/2004 |
| (1560) Winding Way Rd | 0.05 | 560 | R | | | | From: End Loop | | | | | | | NA | NA | 09/07/2004 |
| (1560) Winding Way Rd | 0.47 | 370 | R | | | | To: 15-1558 | | | | | | | NA | NA | 09/07/2004 |
| (1560) Winding Way Rd | 0.11 | 370 | R | | | | From: 15-1559 | | | | | | | NA | NA | 09/07/2004 |
| (1560) Winding Way Rd | | | | | | | To: Begin Loop | | | | | | | | | |
| (1561) | 0.04 | 20 | R | | | | From: Dead End | | | | | | | NA | NA | 09/07/2004 |
| (1561) | | | | | | | To: 15-1559 | | | | | | | | | |
| (1562) Shelor Dr | 0.20 | 170 | R | | | | From: Dead End | | | | | | | NA | NA | 09/07/2004 |
| (1562) Shelor Dr | | | | | | | To: Bus US 460 | | | | | | | | | |
| (1563) Westridge Circle | 0.11 | 830 | R | | | | From: 15-1525 | | | | | | | NA | NA | 09/07/2004 |
| (1563) Westridge Circle | 0.13 | 600 | R | | | | To: Begin Loop | | | | | | | NA | NA | 09/07/2004 |
| (1563) Westridge Circle | 0.26 | 360 | R | | | | From: 15-1555 | | | | | | | NA | NA | 09/07/2004 |
| (1563) Westridge Circle | 0.05 | 340 | R | | | | To: 15-1567 | | | | | | | NA | NA | 09/07/2004 |
| (1563) Westridge Circle | | | | | | | From: End Loop | | | | | | | | | |
| (1564) Teal Pl | 0.03 | 20 | R | | | | From: Dead End | | | | | | | NA | NA | 09/07/2004 |
| (1564) Teal Pl | | | | | | | To: 15-1518 | | | | | | | | | |
| (1565) Dogwood Pl | 0.15 | 140 | R | | | | From: 15-1545 | | | | | | | NA | NA | 09/07/2004 |
| (1565) Dogwood Pl | | | | | | | To: Dead End | | | | | | | | | |
| (1566) Belmont Pl | 0.18 | 170 | R | | | | From: Dead End | | | | | | | NA | NA | 09/07/2004 |
| (1566) Belmont Pl | | | | | | | To: 15-1545 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------|---------------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1567) Skylark Ln | 0.04 | 10 | R | | | | From: 15-1563 | | | | | NA | | NA | | 09/07/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1568) Lynview Dr | 0.10 | 330 | R | | | | From: 15-1570 | | | | | NA | | NA | | 09/07/2004 |
| | | | | | | | To: 15-1569 | | | | | | | | | |
| (1568) Lynview Dr | 0.20 | 570 | R | | | | From: 15-1569 | | | | | NA | | NA | | 09/07/2004 |
| | | | | | | | To: 15-682 | | | | | | | | | |
| (1569) Lisa Lane | 0.09 | 170 | R | | | | From: Dead End | | | | | NA | | NA | | 09/07/2004 |
| | | | | | | | To: 15-1568 | | | | | | | | | |
| (1570) | 0.13 | 120 | R | | | | From: Cul-de-Sac | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | To: 15-1568 | | | | | | | | | |
| (1570) | 0.15 | 740 | R | | | | From: 15-1568 | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | To: 15-877 | | | | | | | | | |
| (1570) Hickock Rd | 0.14 | 540 | R | | | | From: 15-877 | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | To: 15-1597 | | | | | | | | | |
| (1570) Hickock Rd | 0.04 | 260 | R | | | | From: 15-1597 | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1571) | 0.28 | 690 | R | | | | From: 15-622 EAST | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1573 EAST | | | | | | | | | |
| (1571) | 0.50 | 220 | R | | | | From: 15-1573 EAST | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1573 WEST | | | | | | | | | |
| (1571) | 0.28 | 1200 | R | | | | From: 15-1573 WEST | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: 15-622 WEST | | | | | | | | | |
| (1572) | 0.01 | 2 | R | | | | From: Dead End | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1573 | | | | | | | | | |
| (1572) Timber Ridge Dr | 0.13 | 1100 | R | | | | From: 15-1573 | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1533 | | | | | | | | | |
| (1573) Holly Pl | 0.02 | 410 | R | | | | From: Bedford County Line | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1571 WEST | | | | | | | | | |
| (1573) Holly Pl | 0.08 | 1100 | R | | | | From: 15-1571 WEST | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1571 EAST | | | | | | | | | |
| (1573) Holly Pl | 0.08 | 710 | R | | | | From: 15-1571 EAST | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1529 | | | | | | | | | |
| (1573) Holly Pl | 0.06 | 790 | R | | | | From: 15-1529 | | | | | NA | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1572 | | | | | | | | | |
| (1574) Bob Circle | 0.20 | 40 | R | | | | From: 15-1575 | | | | | NA | | NA | | 09/07/2004 |
| | | | | | | | To: 15-1519 | | | | | | | | | |
| (1574) Bob Circle | 0.14 | 160 | R | | | | From: 15-1519 | | | | | NA | | NA | | 09/07/2004 |
| | | | | | | | To: 15-1576 | | | | | | | | | |
| (1574) Bob Circle | 0.11 | 70 | R | | | | From: 15-1576 | | | | | NA | | NA | | 09/07/2004 |
| | | | | | | | To: 15-1519; 15-1575 | | | | | | | | | |
| (1575) Robert Dr | 0.05 | 50 | R | | | | From: Cul-de-Sac | | | | | NA | | NA | | 09/07/2004 |
| | | | | | | | To: 15-1574 | | | | | | | | | |
| (1575) Bob Circle | 0.06 | 170 | R | | | | From: 15-1574 | | | | | NA | | NA | | 09/07/2004 |
| | | | | | | | To: 15-1519; 15-1574 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1576) Viking Ln | 0.03 | 20 | R | | | | | | | | | | | NA | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| (1577) Deborah Dr | 0.35 | 50 | R | | | | | | | | | | | NA | | 08/29/2001 |
| (1577) Deborah Dr | 0.09 | 170 | R | | | | | | | | | | | NA | | 08/29/2001 |
| (1578) Patricial Dr | 0.17 | 50 | R | | | | | | | | | | | NA | | 08/29/2001 |
| (1579) Bonneville Pl | 0.06 | 160 | R | | | | | | | | | | | NA | | 08/29/2001 |
| (1579) Bonneville Pl | 0.08 | 130 | R | | | | | | | | | | | NA | | 08/29/2001 |
| (1580) New London Dr | 0.34 | 3300 | R | | | | | | | | | | | NA | | 08/07/2001 |
| (1580) New London Dr | 0.02 | 5400 | G | 94% | 3% | 2% | 0% | 0% | 0% | F | 0.095 | F | 0.582 | 6000 | G | 2005 |
| (1581) Wildwood Rd | 0.03 | 30 | R | | | | | | | | | | | NA | | 08/07/2001 |
| (1581) Wildwood Rd | 0.13 | 380 | R | | | | | | | | | | | NA | | 08/07/2001 |
| (1581) Wildwood Rd | 0.07 | 2200 | R | | | | | | | | | | | NA | | 08/07/2001 |
| (1581) Wildwood Rd | 0.03 | 2300 | R | | | | | | | | | | | NA | | 08/07/2001 |
| (1581) Wildwood Rd | 0.10 | 2600 | R | | | | | | | | | | | NA | | 08/07/2001 |
| (1581) Wildwood Rd | 0.13 | 2900 | R | | | | | | | | | | | NA | | 08/07/2001 |
| (1582) Lake Forest Dr | 0.09 | 180 | R | | | | | | | | | | | NA | | 07/10/2001 |
| (1582) Lake Forest Dr | 0.22 | 360 | R | | | | | | | | | | | NA | | 07/10/2001 |
| (1582) Lake Forest Dr | 0.24 | 550 | R | | | | | | | | | | | NA | | 07/10/2001 |
| (1583) | 0.01 | 20 | R | | | | | | | | | | | NA | | 08/01/2001 |
| (1583) Bedford Springs Rd | 0.06 | 320 | R | | | | | | | | | | | NA | | 08/01/2001 |
| (1583) Bedford Springs Rd | 0.11 | 480 | R | | | | | | | | | | | NA | | 08/01/2001 |
| (1583) Bedford Springs Rd | 0.22 | 430 | R | | | | | | | | | | | NA | | 08/01/2001 |
| (1583) Bedford Springs Rd | 0.23 | 1800 | R | | | | | | | | | | | NA | | 08/01/2001 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1584) Woodbourne Dr | 0.24 | 180 | R | | | From: 15-1585 | | | | | NA | | NA | | | 08/07/2001 |
| | | | | | | To: 15-1581 | | | | | | | | | | |
| (1585) Burr Oak Rd | 0.35 | 140 | R | | | From: 15-1590 | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-1615 | | | | | | | | | | |
| (1585) Burr Oak Rd | 0.06 | 1300 | R | | | From: 15-1615 | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-1584 | | | | | | | | | | |
| (1585) Burr Oak Rd | 0.10 | 1200 | R | | | From: 15-1584 | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-1583 | | | | | | | | | | |
| (1585) Burr Oak Rd | 0.09 | 230 | R | | | From: 15-1583 | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-1582 | | | | | | | | | | |
| (1586) Lake Forest Pl | 0.06 | 90 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-1582 | | | | | | | | | | |
| (1587) Tanglewood Dr | 0.37 | 490 | R | | | From: 15-623; 15-871 | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-1592 | | | | | | | | | | |
| (1587) Tanglewood Dr | 0.07 | 320 | R | | | From: 15-1592 | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-1591 | | | | | | | | | | |
| (1587) Tanglewood Dr | 0.21 | 270 | R | | | From: 15-1591 | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-1583 | | | | | | | | | | |
| (1588) North Lake Dr | 0.03 | 230 | R | | | From: 15-1581 | | | | | NA | | NA | | | 08/14/2001 |
| | | | | | | To: Dead End: Gap Terminus | | | | | | | | | | |
| (1588) South Lake Dr | 0.30 | 120 | R | | | From: Dead End: Gap Terminus | | | | | NA | | NA | | | 08/14/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1589) Sunrise Dr | 0.27 | 60 | R | | | From: 15-1533 SOUTH | | | | | NA | | NA | | | 08/22/2001 |
| | | | | | | To: 15-1533 NORTH | | | | | | | | | | |
| (1589) Sunrise Dr | 0.05 | 30 | R | | | From: 15-1533 NORTH | | | | | NA | | NA | | | 08/22/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1590) Catalpa Rd | 0.06 | 60 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | | 08/01/2001 |
| | | | | | | To: 15-1615 | | | | | | | | | | |
| (1590) Catalpa Rd | 0.17 | 180 | R | | | From: 15-1615 | | | | | NA | | NA | | | 08/01/2001 |
| | | | | | | To: 15-1585 | | | | | | | | | | |
| (1590) Catalpa Rd | 0.13 | 240 | R | | | From: 15-1585 | | | | | NA | | NA | | | 08/01/2001 |
| | | | | | | To: 15-1583 | | | | | | | | | | |
| (1591) Euphan Ave | 0.19 | 200 | R | | | From: 15-1587 | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1592) Jean Place | 0.04 | 80 | R | | | From: Dead End | | | | | NA | | NA | | | 07/10/2001 |
| | | | | | | To: 15-1587 | | | | | | | | | | |
| (1594) London Terrace | 0.27 | 40 | R | | | From: 15-623 | | | | | NA | | NA | | | 08/22/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1595) Valleywood Dr | 0.03 | 300 | R | | | From: Bedford County Line | | | | | NA | | NA | | | 08/20/2001 |
| | | | | | | To: 15-1527 | | | | | | | | | | |
| (1595) Valleywood Dr | 0.02 | 260 | R | | | From: 15-1527 | | | | | NA | | NA | | | 08/20/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1596) Hillsman Ln | 0.06 | 40 | R | | | | | | | | | | | NA | NA | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| (1596) Hillsman Ln | 0.13 | 70 | R | | | | | | | | | | | NA | NA | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| (1597) Buxton Dr | 0.12 | 470 | R | | | | | | | | | | | NA | NA | 1998 |
| | | | | | | | | | | | | | | | | |
| (1597) Buxton Dr | 0.06 | 840 | R | | | | | | | | | | | NA | NA | 1998 |
| | | | | | | | | | | | | | | | | |
| (1598) Poplar Forest Dr | 0.16 | 1200 | R | | | | | | | | | | | NA | NA | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (1598) Poplar Forest Dr | 0.26 | 1200 | R | | | | | | | | | | | NA | NA | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (1598) Poplar Forest Dr | 0.10 | 90 | R | | | | | | | | | | | NA | NA | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (1599) Braxton Ln | 0.06 | 170 | R | | | | | | | | | | | NA | NA | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| (1600) Greystone Dr | 0.34 | 750 | R | | | | | | | | | | | NA | NA | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| (1601) Greendale Dr | 0.26 | 240 | R | | | | | | | | | | | NA | NA | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1601) Greendale Dr | 0.20 | 240 | R | | | | | | | | | | | NA | NA | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1601) Greendale Dr | 0.08 | 80 | R | | | | | | | | | | | NA | NA | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1602) Hyland Dr | 0.09 | 240 | R | | | | | | | | | | | NA | NA | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1602) Hyland Dr | 0.14 | 630 | R | | | | | | | | | | | NA | NA | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1603) Glenacre Dr | 0.14 | 220 | R | | | | | | | | | | | NA | NA | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1604) Crestview Dr | 0.17 | 100 | R | | | | | | | | | | | NA | NA | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1604) Crestview Dr | 0.19 | 80 | R | | | | | | | | | | | NA | NA | 08/22/2001 |
| | | | | | | | | | | | | | | | | |
| (1605) Meadowbrook Ln | 0.45 | 90 | R | | | | | | | | | | | NA | NA | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| (1606) Southern Dr | 0.19 | 90 | R | | | | | | | | | | | NA | NA | 1998 |
| | | | | | | | | | | | | | | | | |
| (1607) Guffey Terrace | 0.11 | 200 | R | | | | | | | | | | | NA | NA | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| (1607) Guffey Terrace | 0.08 | 50 | R | | | | | | | | | | | NA | NA | 08/07/2001 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1608) Robinson Dr | 0.12 | 100 | R | | | | | | | | | | | NA | NA | 08/07/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1608) Robinson Dr | 0.09 | 180 | R | | | | | | | | | | | NA | NA | 08/07/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1609) Yeatts Ct | 0.07 | 49 | R | | | | | | | | | | | NA | NA | 08/07/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1610) | 0.65 | 520 | R | | | | | | | | | | | NA | NA | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1611) Gable Dr | 0.05 | 46 | R | | | | | | | | | | | NA | NA | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1612) Campbell Dr | 0.04 | 40 | R | | | | | | | | | | | NA | NA | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1613) Gentry Dr | 0.08 | 100 | R | | | | | | | | | | | NA | NA | 08/14/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1614) Birch Haven Dr | 0.15 | 140 | R | | | | | | | | | | | NA | NA | 08/07/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1615) Juniper Dr | 0.11 | 180 | R | | | | | | | | | | | NA | NA | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1615) Juniper Dr | 0.15 | 490 | R | | | | | | | | | | | NA | NA | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1615) Juniper Dr | 0.15 | 1000 | R | | | | | | | | | | | NA | NA | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1616) Goldfinch Dr | 0.11 | 620 | R | | | | | | | | | | | NA | NA | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1616) Goldfinch Dr | 0.05 | 320 | R | | | | | | | | | | | NA | NA | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1616) Goldfinch Dr | 0.11 | 210 | R | | | | | | | | | | | NA | NA | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1617) Pheasant Ridge Rd | 0.12 | 220 | R | | | | | | | | | | | NA | NA | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1617) Pheasant Ridge Rd | 0.13 | 310 | R | | | | | | | | | | | NA | NA | 07/10/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1618) Sparrow Dr | 0.17 | 80 | R | | | | | | | | | | | NA | NA | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1619) Fox Crest Dr | 0.21 | 100 | R | | | | | | | | | | | NA | NA | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1619) Fox Crest Dr | 0.18 | 140 | R | | | | | | | | | | | NA | NA | 08/01/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1620) Deer Creek Dr | 0.14 | 260 | R | | | | | | | | | | | NA | NA | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1620) Deer Creek Dr | 0.12 | 920 | R | | | | | | | | | | | NA | NA | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1621) Lee Pl | 0.06 | 120 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1621) Lee Pl | 0.10 | 870 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1622) Oak Hill Dr | 0.11 | 190 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1622) Oak Hill Dr | 0.11 | 160 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1625) Deerfield Dr | 0.25 | 190 | R | | | | | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1625) Deerfield Dr | 0.08 | 380 | R | | | | | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1626) Holly Haven Dr | 0.07 | 90 | R | | | | | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1626) Holly Haven Dr | 0.12 | 280 | R | | | | | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1627) Laurel Ln | 0.11 | 90 | R | | | | | | | | | NA | | NA | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1630) Valley Dr | 0.04 | 2 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1630) Valley Dr | 0.08 | 300 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1630) Valley Dr | 0.06 | 400 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1631) Withrow Dr | 0.13 | 80 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1632) | 0.12 | 90 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1632) | 0.14 | 130 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1639) | 0.44 | 160 | R | | | | | | | | | NA | | NA | | 07/18/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1640) Acorn Dr | 0.37 | 180 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1640) Acorn Dr | 0.40 | 240 | R | | | | | | | | | NA | | NA | | 08/29/2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1641) Waverly Dr | 0.15 | 60 | R | | | | | | | | | NA | | NA | | 1998 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1646) Vernon Circle | 0.06 | 390 | R | | | | | | | | | NA | | NA | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1649) Crowell Ln | 0.48 | 400 | R | | | | | | | | | NA | | NA | | 09/09/2004 |
| | | | | | | | | | | | | | | | | |
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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-------|----------------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1650) Windcrest Dr | 0.06 | 1400 | R | | | | From: 15-624 | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1651 | | | | | | | | | |
| (1651) Churchill Dr | 0.07 | 140 | R | | | | From: 15-1654 | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1653 | | | | | | | | | |
| (1651) Churchill Dr | 0.09 | 510 | R | | | | From: 15-1652 | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1650 | | | | | | | | | |
| (1651) Churchill Dr | 0.08 | 1100 | R | | | | From: 15-1655 | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: 15-1656 | | | | | | | | | |
| (1651) Churchill Dr | 0.11 | 1100 | R | | | | From: 15-1651 | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1652) MacArthur Dr | 0.12 | 160 | R | | | | From: 15-1651 | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1653) Patton Dr | 0.09 | 160 | R | | | | From: 15-1651 | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1654) Bradley Ct | 0.06 | 130 | R | | | | From: 15-1651 | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1655) Eisenhower Dr | 0.07 | 160 | R | | | | From: 15-1651 Churchill Dr | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1656) Pershing Dr | 0.08 | 280 | R | | | | From: 15-1651 | | | | | | | NA | | 08/22/2001 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (1657) | 0.27 | 160 | R | | | | From: 15-770 | | | | | | | NA | | 08/20/2001 |
| | | | | | | | To: 15-770 | | | | | | | | | |
| (1658) | 0.07 | 70 | R | | | | From: 15-1657 | | | | | | | NA | | 09/14/2004 |
| | | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1660) Moss Creek Dr | 0.20 | 640 | R | | | | From: 15-1661 | | | | | | | NA | | 1998 |
| | | | | | | | To: 15-622 | | | | | | | | | |
| (1661) | 0.16 | 90 | R | | | | From: Cul-de-Sac | | | | | | | NA | | 1998 |
| | | | | | | | To: 15-1663 SOUTH | | | | | | | | | |
| (1661) | 0.25 | 190 | R | | | | From: 15-1664 | | | | | | | NA | | 1998 |
| | | | | | | | To: 15-1663 NORTH | | | | | | | | | |
| (1661) | 0.33 | 150 | R | | | | From: 15-1660 | | | | | | | NA | | 1998 |
| | | | | | | | To: 15-1662 | | | | | | | | | |
| (1661) Willow Oak Terrace | 0.03 | 90 | R | | | | From: Cul-de-Sac | | | | | | | NA | | 1998 |
| | | | | | | | To: 15-1661 | | | | | | | | | |
| (1662) Briery Creek Dr | 0.07 | 50 | R | | | | From: Cul-de-Sac | | | | | | | NA | | 1998 |
| | | | | | | | To: 15-1661 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1663) White Cypress Dr | 0.18 | 660 | R | | | From: 15-1661 SOUTH | | | | | NA | | | NA | | 08/20/2001 |
| (1663) White Cypress Dr | 0.26 | 270 | R | | | To: 15-1664 | | | | | NA | | | NA | | 08/20/2001 |
| (1664) Willow Ln | 0.07 | 60 | R | | | From: 15-1661 NORTH | | | | | NA | | | NA | | 1998 |
| (1670) Royal Ct | 0.11 | 80 | R | | | To: 15-1663 | | | | | NA | | | NA | | 1998 |
| (1670) Royal Ct | 0.15 | 150 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 1998 |
| (1670) Royal Ct | 0.14 | 90 | R | | | To: 15-1671 | | | | | NA | | | NA | | 1998 |
| (1671) | 0.09 | 60 | R | | | From: 15-835 | | | | | NA | | | NA | | 1998 |
| (1675) Village Dr | 0.07 | 730 | R | | | To: Cul-de-Sac | | | | | NA | | | NA | | 09/09/2004 |
| (1701) Rector Rd | 0.28 | 270 | R | | | From: 15-1670 | | | | | NA | | | NA | | 08/24/2004 |
| (1701) Rector Rd | 0.09 | 520 | R | | | To: Dead End | | | | | NA | | | NA | | 08/24/2004 |
| (1702) | 0.04 | 3 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 07/18/2001 |
| (1702) Kimball Rd | 0.27 | 130 | R | | | To: Bus US 460 | | | | | NA | | | NA | | 07/18/2001 |
| (1703) Frost Dr | 0.09 | 170 | R | | | From: 15-1704 | | | | | NA | | | NA | | 08/24/2004 |
| (1704) Light Dr | 0.08 | 48 | R | | | To: 15-1703 | | | | | NA | | | NA | | 07/18/2001 |
| (1708) Riviera Dr | 0.09 | 490 | R | | | From: 15-1702 | | | | | NA | | | NA | | 08/24/2004 |
| (1708) Riviera Dr | 0.08 | 420 | R | | | To: 15-1701 | | | | | NA | | | NA | | 08/24/2004 |
| (1708) Riviera Dr | 0.08 | 180 | R | | | From: 15-646 | | | | | NA | | | NA | | 08/24/2004 |
| (1708) Riviera Dr | 0.10 | 90 | R | | | To: 15-1710 | | | | | NA | | | NA | | 08/24/2004 |
| (1709) Oxford Place | 0.14 | 210 | R | | | From: 15-1709 | | | | | NA | | | NA | | 08/24/2004 |
| (1710) Embrey Ct | 0.08 | 120 | R | | | To: 15-1712 | | | | | NA | | | NA | | 08/24/2004 |
| (1711) Hillcrest Dr | 0.20 | 120 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | To: Dead End | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | From: Dead End | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | To: 15-1708 | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | From: 15-1708 | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | To: 15-646 | | | | | NA | | | NA | | 08/24/2004 |
| | | | | | | From: Dead End | | | | | NA | | | NA | | 08/24/2004 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------------------------------------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (1712) Windsor Forest Dr | 0.21 | 140 | R | | | | From: Cul-de-Sac | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | | To: 15-1708 | | | | | | | | | |
| (1715) Coffey Rd | 0.14 | 170 | R | | | | From: 15-1716 | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | | To: 15-1717 | | | | | | | | | |
| (1715) Coffey Rd | 0.09 | 320 | R | | | | From: 15-1717 | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | | To: 15-646 | | | | | | | | | |
| (1716) Cannon St | 0.06 | 40 | R | | | | From: 15-1717 | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | | To: 15-1715 | | | | | | | | | |
| (1717) Webster Dr | 0.14 | 60 | R | | | | From: Dead End | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | | To: 15-1716 | | | | | | | | | |
| (1717) Webster Dr | 0.14 | 310 | R | | | | From: 15-1716 | | | | NA | | NA | | | 08/24/2004 |
| | | | | | | | To: 15-1715 | | | | | | | | | |
| (9069) | 0.31 | 700 | R | | | | From: Dead End; William Campbell Sch | | | | NA | | NA | | | 09/18/2001 |
| | | | | | | | To: 15-636 | | | | | | | | | |
| (9070) | 0.45 | 2400 | R | | | | From: Bus US 460 | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | | To: Dead End; Brookville Mid Sch | | | | | | | | | |
| Town of Brookneal | | | | | | | | | | | | | | | | |
| (9071) | 0.09 | 170 | R | | | | From: 15-1101 | | | | NA | | NA | | | 09/18/2001 |
| | | | | | | | To: Dead End; Brookneal Elem Sch | | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (9073) | 0.17 | 320 | R | | | | From: SR 24; Concord Elem Schj | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | | To: SR 24 | | | | | | | | | |
| (9074) | 0.12 | 660 | R | | | | From: US 501 SOUTH | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | | To: 0.12 MN US 501; Rustburg | | | | | | | | | |
| (9074) | 0.11 | 710 | R | | | | From: 0.12 MN US 501; Middle | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | | To: US 501 NORTH; Sch | | | | | | | | | |
| (9075) | 0.04 | NA | | | | | From: SR 24; 15-967 | | | | NA | | NA | | | |
| | | | | | | | To: Dead End | | | | | | | | | |
| (9076) | 0.15 | 780 | R | | | | From: US 29; Yellow Branch Sch | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | | To: 0.15 ME US 29 | | | | | | | | | |
| (9076) | 0.41 | 690 | R | | | | From: 0.15 ME US 29 | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | | To: SR 24 | | | | | | | | | |
| (9077) Constitution Lane | 0.12 | 260 | R | | | | From: 15-682; Leesville Rd Elem Sch | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | | To: Dead End | | | | | | | | | |
| (9488) | 0.31 | 720 | R | | | | From: Dead End; Rustburg HS | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | | To: SR 24 | | | | | | | | | |
| Town of Altavista | | | | | | | | | | | | | | | | |
| (9489) Ninth St | 0.14 | 720 | R | | | | From: Dead End; Altavista HS | | | | NA | | NA | | | 09/18/2001 |
| | | | | | | | To: SR 43 Bedford Ave | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|-----------------|------|------|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | | |
| (9675) | 0.12 | 250 | R | | | | | | | | NA | | NA | | | 09/07/2004 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9898) | 0.29 | 1900 | R | | | | | | | | NA | | NA | | | 09/14/2004 |
| | | | | | | | | | | | | | | | | |
| City of Lynchburg | | | | | | | | | | | | | | | | |
| (1) 11R | Pawnee Dr | 0.86 | 340 | G | | | | | | | 0.124 | F | 0.628 | 370 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (2) 11R | 9th Street | 0.18 | 900 | G | | | | | | | 0.134 | F | 0.528 | 980 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (3) 11R | Alta Lane | 0.85 | 2900 | G | 98% | 1% | 0% | 0% | 0% | C | 0.106 | F | 0.578 | 3200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (4) 11R | Del Ray Circle | 0.16 | 2900 | G | 98% | 1% | 0% | 0% | 0% | F | 0.104 | F | 0.553 | 3200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (5) 11R | 8th Street | 0.59 | 1500 | G | 97% | 1% | 1% | 0% | 0% | C | 0.089 | F | 0.530 | 1600 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (6) 11R | Langhorne Rd | 0.16 | 1600 | G | 98% | 1% | 1% | 0% | 0% | F | 0.098 | F | 0.754 | 1800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (6) 11R | Villa Rd | 0.12 | 1700 | G | 98% | 1% | 1% | 0% | 0% | F | 0.097 | F | 0.671 | 1800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (7) 11R | Long Meadow Dr | 0.73 | 2300 | G | 98% | 0% | 1% | 0% | 1% | F | 0.117 | F | 0.517 | 2500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (8) 11R | Sussex St | 0.79 | 3200 | G | 98% | 0% | 1% | 0% | 1% | F | 0.101 | F | 0.651 | 3500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (9) 11R | University Blvd | 0.42 | 9800 | G | 99% | 0% | 0% | 0% | 0% | C | 0.127 | F | 0.627 | 11000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (6001) 11R | V E S Road | 0.92 | 2600 | G | 97% | 1% | 1% | 0% | 0% | C | 0.11 | F | 0.67 | 2900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (6002) 11R | Trents Ferry Rd | 1.88 | 1400 | G | 98% | 1% | 1% | 0% | 0% | C | 0.097 | F | 0.550 | 1500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (6003) 11R | Link Rd | 0.78 | 8900 | G | 99% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.563 | 9700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (6003) 11R | Link Rd | 1.32 | 7700 | G | 99% | 1% | 0% | 0% | 0% | C | 0.086 | F | 0.508 | 8400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (6004) 11R | Wiggington Rd | 1.04 | 3700 | G | 98% | 1% | 1% | 0% | 0% | F | 0.108 | F | 0.686 | 4000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (6004) 11R | Wiggington Rd | 0.76 | 3400 | G | 98% | 1% | 1% | 0% | 0% | C | 0.106 | F | 0.832 | 3700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| (6004) 11R | Wiggington Rd | 1.82 | 1200 | G | 98% | 1% | 1% | 0% | 0% | F | 0.114 | F | 0.632 | 1300 | G | 2005 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|--------------------------|-----------------|------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| City of Lynchburg | | | | | | | | | | | | | | | | | |
| 6004 118 | Hawkins Mill Rd | 0.36 | 1600 | G | 97% | 2% | 1% | 0% | 0% | 0% | C | 0.119 | F | 0.598 | 1700 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6004 118 | Coffee Rd | 0.89 | 1900 | F | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.126 | F | 0.605 | 2000 | F | 2005 |
| | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | |
| 6004 118 | Coffee Rd | 0.33 | 3300 | G | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.104 | F | 0.757 | 3700 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6009 118 | Graves Mill Rd | 0.60 | 5400 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.105 | F | 0.544 | 5900 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6009 118 | Graves Mill Rd | 0.66 | 4300 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.103 | F | 0.514 | 4700 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | |
| 6009 118 | Graves Mill Rd | 0.27 | 8400 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.095 | F | 0.653 | 9200 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6009 118 | Graves Mill Rd | 0.18 | 24000 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.095 | F | 0.519 | 26000 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6009 118 | Graves Mill Rd | 1.04 | 19000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.096 | F | 0.508 | 21000 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6012 118 | Church St | 0.30 | 4300 | G | 98% | 1% | 1% | 0% | 1% | 0% | C | 0.115 | F | | 4700 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6012 118 | Church St | 0.40 | 6200 | G | 98% | 1% | 1% | 0% | 1% | 0% | F | 0.096 | F | | 6800 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6012 118 | Rivermont Ave | 0.90 | 14000 | G | 98% | 1% | 1% | 0% | 1% | 0% | C | 0.090 | F | 0.586 | 16000 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | |
| 6012 118 | Bedford Ave | 0.96 | 4100 | G | 97% | 1% | 1% | 0% | 2% | 0% | C | 0.087 | F | 0.519 | 4400 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | |
| 6012 118 | Rivermont Ave | 1.01 | 7500 | G | 97% | 1% | 1% | 0% | 2% | 0% | F | 0.103 | F | | 8200 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6020 118 | Rivermont Ave | 1.11 | 8900 | G | 97% | 1% | 1% | 0% | 2% | 0% | F | 0.096 | F | 0.589 | 9800 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6022 118 | Hollins Mill Rd | 1.16 | 3200 | G | 97% | 1% | 1% | 0% | 2% | 0% | F | 0.097 | F | 0.597 | 3500 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6022 118 | Federal St | 0.40 | 3700 | G | 97% | 1% | 1% | 0% | 2% | 0% | F | 0.088 | F | 0.593 | 4000 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6023 118 | Murrell Rd | 0.37 | 8000 | F | 98% | 1% | 0% | 0% | 0% | 0% | C | 0.090 | F | 0.556 | 8700 | F | 2005 |
| | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | |
| 6027 118 | 12th Street | 0.80 | 6200 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.539 | 6800 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6027 118 | 12th Street | 0.25 | 4800 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.537 | 5200 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6028 118 | Commerce St | 0.33 | 3800 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.110 | F | 0.541 | 4100 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | |
| 6028 118 | Commerce St | 0.30 | 3300 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.125 | F | 0.704 | 3600 | G | 2005 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 6029 118 | Fort Ave | 0.43 | 6000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.09 | F | 0.585 | 6600 | F | 2005 |
| | | | | | | | | | | | | | | | | | |
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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|----------------|------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Lynchburg | | | | | | | | | | | | | | | | |
| 6029 118 | Park Ave | 0.28 | 8400 | F | 98% | 1% | 1% | 0% | 0% | C | 0.081 | F | 0.586 | 9200 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6029 118 | Park Ave | 0.36 | 6500 | G | 98% | 0% | 1% | 0% | 0% | F | 0.079 | F | 0.5 | 7100 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6031 118 | Lakeside Dr | 0.41 | 13000 | F | 98% | 0% | 1% | 0% | 0% | F | 0.087 | F | 0.630 | 15000 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6031 118 | Lakeside Dr | 0.34 | 6300 | F | 98% | 0% | 1% | 0% | 0% | C | 0.092 | F | 0.585 | 6800 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6031 118 | Park Ave | 0.36 | 7200 | F | 98% | 1% | 1% | 0% | 0% | C | 0.092 | F | 0.536 | 7900 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6031 118 | Park Ave | 0.35 | 8300 | G | 98% | 0% | 1% | 0% | 0% | F | 0.084 | F | 0.537 | 9100 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6032 118 | Main St | 0.25 | 2800 | G | 98% | 1% | 1% | 0% | 1% | F | 0.098 | F | | 3100 | G | 2005 |
| | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | |
| 6032 118 | Main St | 0.28 | 6300 | G | 98% | 1% | 1% | 0% | 1% | F | 0.091 | F | 0.865 | 6900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
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| 6032 118 | Main St | 0.55 | 5800 | G | 98% | 1% | 1% | 0% | 1% | F | 0.095 | F | | 6400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6033 118 | Florida Ave | 1.28 | 4500 | G | 98% | 1% | 1% | 0% | 1% | C | 0.113 | F | 0.623 | 4900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6033 118 | Florida Ave | 0.88 | 3600 | G | 98% | 1% | 1% | 0% | 1% | F | 0.102 | F | 0.616 | 3900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6034 118 | Martin St | 0.58 | 1100 | G | 98% | 1% | 1% | 0% | 0% | C | 0.111 | F | 0.676 | 1200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6035 118 | Candler Mtn Rd | 1.09 | 2800 | G | 99% | 0% | 0% | 0% | 0% | C | 0.094 | F | 0.705 | 3100 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6035 118 | Candler Mtn Rd | 0.74 | 12000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.085 | F | 0.524 | 13000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6036 118 | Clay St | 0.50 | 1600 | G | 97% | 0% | 2% | 0% | 0% | C | 0.114 | F | 0.662 | 1800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6036 118 | Grace St | 0.88 | 3200 | G | 97% | 1% | 1% | 0% | 1% | C | 0.106 | F | 0.652 | 3500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6037 118 | Stadium Dr | 0.38 | 4400 | G | 97% | 1% | 1% | 0% | 1% | F | 0.097 | F | 0.556 | 4800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6038 118 | Wythe St | 0.27 | 7000 | G | 96% | 1% | 1% | 1% | 0% | C | 0.088 | F | 0.55 | 7700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6040 118 | James St | 0.22 | 3500 | G | 96% | 1% | 1% | 0% | 1% | C | 0.1 | F | 0.508 | 3900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6042 118 | Cranehill Dr | 1.04 | 1300 | G | 95% | 4% | 1% | 0% | 0% | C | 0.145 | F | 0.624 | 1400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6044 118 | Old Forest Rd | 0.94 | 22000 | F | 96% | 1% | 2% | 1% | 1% | C | 0.093 | F | 0.618 | 24000 | F | 2005 |
| | | | | | | | | | | | | | | | | |
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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------------|--------|-------|----|-------|-----|---------------------------------------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Lynchburg | | | | | | | | | | | | | | | | |
| 6044 11R Old Forest Rd | 0.45 | 18000 | G | 98% | 0% | From: Forrest Brook Rd To: Link Rd | | | | C | 0.084 | F | 0.508 | 20000 | G | 2005 |
| 6044 11R Old Forest Rd | 0.21 | 14000 | G | 98% | 0% | From: Link Rd To: Linkhome Dr | | | | F | 0.091 | F | 0.564 | 15000 | G | 2005 |
| 6044 118 Old Forest Rd | 1.61 | 9600 | G | 98% | 0% | From: Linkhome Dr To: Lakeside Dr | | | | F | 0.092 | F | 0.606 | 10000 | G | 2005 |
| 6045 11R Greenwood Dr | 0.38 | 3900 | G | 98% | 1% | From: Lakeside Dr To: Oakdale Dr | | | | C | 0.112 | F | 0.66 | 4300 | G | 2005 |
| 6045 118 Thomas Dr | 0.71 | 5500 | G | 98% | 1% | From: Oakdale Dr To: Perrymont Ave | | | | F | 0.116 | F | 0.55 | 6000 | G | 2005 |
| 6045 118 Richmond Rd | 0.35 | 5100 | F | 98% | 0% | From: Perrymont Ave To: Langhorne Lane | | | | C | 0.11 | F | 0.656 | 5600 | F | 2005 |
| 6046 118 Sandusky Dr | 0.77 | 3700 | G | 98% | 1% | From: Langhorne Lane To: Oakley Ave | | | | C | 0.105 | F | 0.614 | 4000 | G | 2005 |
| 6046 11R Sandusky Dr | 0.49 | 4900 | G | 98% | 1% | From: Oakley Ave To: Greenwood Dr | | | | C | 0.107 | F | 0.537 | 5300 | G | 2005 |
| 6048 118 Perrymont Ave | 0.84 | 4700 | G | 98% | 1% | From: Greenwood Dr To: Pawnee Dr | | | | C | 0.153 | F | 0.827 | 5100 | G | 2005 |
| 6050 118 Odd Fellows Rd | 0.60 | 7900 | G | 87% | 2% | From: Pawnee Dr To: Fort Ave | | | | F | 0.093 | F | 0.587 | 8700 | G | 2005 |
| 6050 118 Odd Fellows Rd | 0.67 | 1300 | G | 87% | 2% | From: Fort Ave To: US 29 Bus Fort Ave | | | | C | 0.115 | F | 0.663 | 1400 | G | 2005 |
| 6052 118 Campbell Ave | 0.33 | 7000 | G | 99% | 0% | From: US 29 Bus Fort Ave To: Greenwood Dr | | | | C | 0.095 | F | 0.666 | 7700 | G | 2005 |
| 6052 11R Campbell Ave | 0.41 | 7000 | G | 99% | 0% | From: Greenwood Dr To: Lynchburg Expressway | | | | F | 0.095 | F | 0.648 | 7700 | G | 2005 |
| 6054 118 Fenwick Dr | 0.96 | 4300 | G | 98% | 0% | From: Lynchburg Expressway To: Mayflower Dr | | | | F | 0.103 | F | 0.521 | 4700 | G | 2005 |
| 6056 11R Greenview Dr | 1.29 | 14000 | G | 98% | 0% | From: Mayflower Dr To: Dead End | | | | C | 0.084 | F | 0.518 | 15000 | G | 2005 |
| 6066 11R Leesville Rd | 1.14 | 7200 | F | 98% | 1% | From: Dead End To: 12Th St | | | | F | 0.107 | F | 0.526 | 7900 | F | 2005 |
| 6066 11R Leesville Rd | 1.15 | 7300 | G | 98% | 1% | From: 12Th St To: 17Th St | | | | C | 0.107 | F | 0.609 | 8000 | G | 2005 |
| 6070 118 Wards Ferry Road | 1.29 | 8200 | G | 99% | 0% | From: 17Th St To: Kemper St | | | | F | 0.094 | F | 0.546 | 9000 | G | 2005 |
| 6070 11R Wards Ferry Road | 1.06 | 7900 | G | 99% | 0% | From: Kemper St To: CBus 460 Fenwick & Sheffield Dr | | | | C | 0.099 | F | 0.57 | 8600 | G | 2005 |
| 6071 118 Harvard St | 0.08 | 210 | G | 98% | 0% | From: CBus 460 Fenwick & Sheffield Dr To: CBus 29 Wards Rd | | | | F | 0.107 | F | 0.755 | 220 | G | 2005 |
| 6072 11R Old Graves Mill Rd | 1.70 | 9800 | G | 98% | 0% | From: CBus 29 Wards Rd To: WCL Lynchburg | | | | C | 0.096 | F | 0.653 | 11000 | G | 2005 |
| | | | | | | From: WCL Lynchburg To: Leesville Rd | | | | | | | | | | |
| | | | | | | From: Leesville Rd To: SCL Lynchburg | | | | | | | | | | |
| | | | | | | From: SCL Lynchburg To: North St | | | | | | | | | | |
| | | | | | | From: North St To: Timberlake Rd | | | | | | | | | | |
| | | | | | | From: Timberlake Rd To: CBusUS 460 Logans Lane | | | | | | | | | | |
| | | | | | | From: CBusUS 460 Logans Lane To: Harvard St | | | | | | | | | | |
| | | | | | | From: Harvard St To: US 29; Wards Rd | | | | | | | | | | |
| | | | | | | From: US 29; Wards Rd To: Wards Ferry Rd | | | | | | | | | | |
| | | | | | | From: Wards Ferry Rd To: College Park Dr | | | | | | | | | | |
| | | | | | | From: College Park Dr To: Timberlake Rd | | | | | | | | | | |
| | | | | | | From: Timberlake Rd To: Graves Mill Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Lynchburg | | | | | | | | | | | | | | | | |
| 6073 118 McConville Rd | 1.80 | 4800 | G | 99% | 0% | From: Graves Mill Rd | | | | C | 0.099 | F | 0.514 | 5200 | G | 2005 |
| | | | | | | To: Wyndale Dr | | | | | | | | | | |
| 6073 118 Wyndale Dr | 0.24 | 3600 | F | 99% | 0% | From: McConville Rd | | | | C | 0.108 | F | 0.558 | 4000 | F | 2005 |
| | | | | | | To: Lakeside Dr | | | | | | | | | | |
| 6074 118 Evergreen Rd | 0.33 | 1900 | G | 98% | 1% | From: Link Rd | | | | C | 0.104 | F | 0.647 | 2100 | G | 2005 |
| | | | | | | To: Indian Hill Rd | | | | | | | | | | |
| 6074 118 Indian Hill Rd | 0.98 | 1700 | G | 98% | 1% | From: Evergreen Rd | | | | F | 0.102 | F | 0.563 | 1800 | G | 2005 |
| | | | | | | To: Burnt Bridge Rd | | | | | | | | | | |
| 6074 118 Burnt Bridge Rd | 0.97 | 1600 | F | 98% | 1% | From: Indian Hill Rd | | | | C | 0.112 | F | 0.553 | 1800 | F | 2005 |
| | | | | | | To: Boonsboro Rd | | | | | | | | | | |
| 6075 118 Langhorne Lane | 0.34 | 2900 | G | 98% | 1% | From: Richmond St | | | | C | 0.098 | F | 0.546 | 3200 | G | 2005 |
| | | | | | | To: Eldon St | | | | | | | | | | |
| 6075 118 Eldon St | 0.07 | 2800 | G | 98% | 1% | From: Langhorne Lane | | | | F | 0.1 | F | 0.568 | 3000 | G | 2005 |
| | | | | | | To: Memorial Ave | | | | | | | | | | |
| 6076 118 Linkhorne Rd | 0.59 | 3000 | G | 98% | 1% | From: Old Forest Rd | | | | F | 0.134 | F | 0.521 | 3300 | G | 2005 |
| | | | | | | To: Cranchill Dr | | | | | | | | | | |
| 6077 118 Jefferson St | 0.41 | 1400 | G | 98% | 1% | From: 7Th St | | | | F | 0.118 | F | 0.617 | 1600 | G | 2005 |
| | | | | | | To: Concord Tpk | | | | | | | | | | |
| 6078 118 Washington St | 0.11 | 1500 | G | 91% | 1% | From: Main St | | | | F | 0.100 | F | 0.504 | 1600 | G | 2005 |
| | | | | | | To: Jefferson St | | | | | | | | | | |
| 6078 118 Concord Tnpk | 1.66 | 3200 | G | 91% | 1% | From: Rockwell Rd | | | | F | 0.103 | F | 0.591 | 3600 | G | 2005 |
| | | | | | | To: US 460 | | | | | | | | | | |
| 6078 118 Concord Tnpk | 1.07 | 3300 | G | 91% | 1% | From: US 460 | | | | C | 0.097 | F | 0.537 | 3600 | G | 2005 |
| | | | | | | To: 12Th St | | | | | | | | | | |
| 6080 118 Court St | 0.50 | 1400 | G | 91% | 1% | From: 12Th St | | | | F | 0.122 | F | 0.603 | 1600 | G | 2005 |
| | | | | | | To: 5Th St | | | | | | | | | | |
| 6081 118 Forest Brook Rd | 0.92 | 3500 | F | 96% | 1% | From: Lakeside Dr | | | | C | 0.099 | F | 0.533 | 3800 | F | 2005 |
| | | | | | | To: Old Forest Rd | | | | | | | | | | |
| 6082 118 Hill St | 0.58 | 6800 | G | 99% | 1% | From: Old Forest Rd | | | | F | 0.096 | F | 0.69 | 7400 | G | 2005 |
| | | | | | | To: Langhorne Rd | | | | | | | | | | |
| 6083 118 Edgewood Ave | 0.73 | 2200 | G | 99% | 1% | From: Fort Ave | | | | C | 0.099 | F | 0.588 | 2400 | G | 2005 |
| | | | | | | To: Wards Rd | | | | | | | | | | |
| Town of Altavista | | | | | | | | | | | | | | | | |
| 1 182 7th Street | 0.43 | 3900 | G | 98% | 1% | From: Bedford Ave | | | | C | 0.1 | F | 0.5 | 4000 | G | 2005 |
| | | | | | | To: Franklin Ave | | | | | | | | | | |
| 1 182 7th Street | 0.44 | 3200 | G | 98% | 1% | From: Lola Ave | | | | F | 0.099 | F | 0.506 | 3400 | G | 2005 |
| | | | | | | To: US 29 Bus | | | | | | | | | | |
| 1 182 7th Street | 0.50 | 1500 | G | 98% | 1% | From: US 29 Bus | | | | F | 0.112 | F | 0.507 | 1600 | G | 2005 |
| | | | | | | To: Bedford Ave | | | | | | | | | | |
| 2 182 11th Street | 0.10 | 310 | G | 99% | 0% | From: Bedford Ave | | | | C | 0.102 | F | 0.529 | 320 | G | 2005 |
| | | | | | | To: Broad St | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|------------------|------|------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Altavista | | | | | | | | | | | | | | | | |
| 3 162 | 12th Street | 0.08 | 60 | G | 98% | 1% | 1% | 0% | 0% | F | 0.262 | F | 0.647 | 70 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 4 162 | Avondale Dr | 0.17 | 2300 | G | 98% | 2% | 0% | 0% | 0% | F | 0.101 | F | 0.743 | 2300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 4 162 | Avondale Dr | 0.60 | 510 | G | 98% | 2% | 0% | 0% | 0% | C | 0.102 | F | 0.509 | 530 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 5 162 | Broad St | 0.13 | 200 | G | 97% | 1% | 1% | 0% | 0% | C | 0.121 | F | 0.583 | 210 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 6 162 | Franklin Ave | 0.07 | 1600 | G | 98% | 1% | 0% | 0% | 0% | F | 0.115 | F | 0.529 | 1700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 6 162 | Franklin Ave | 0.46 | 1800 | G | 98% | 1% | 0% | 0% | 0% | C | 0.146 | F | 0.508 | 1900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 7 162 | Frazier Rd | 0.09 | 1700 | G | 97% | 1% | 0% | 0% | 2% | F | 0.115 | F | 0.782 | 1800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 7 162 | Frazier Rd | 0.62 | 2600 | G | 97% | 1% | 0% | 0% | 2% | C | 0.109 | F | 0.670 | 2700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 8 162 | Lola Ave | 0.07 | 3200 | G | 99% | 0% | 0% | 0% | 0% | F | 0.095 | F | 0.624 | 3300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 8 162 | Lola Ave | 0.36 | 3200 | G | 99% | 0% | 0% | 0% | 0% | F | 0.095 | F | 0.613 | 3300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 8 162 | Lola Ave | 0.13 | 3300 | G | 99% | 0% | 0% | 0% | 0% | C | 0.100 | F | 0.588 | 3400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 9 162 | Lynch Rd | 0.13 | 310 | G | 98% | 0% | 1% | 0% | 0% | C | 0.104 | F | 0.563 | 320 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 10 162 | Ogden Rd | 0.38 | 850 | G | 89% | 2% | 2% | 0% | 7% | C | 0.094 | F | 0.577 | 870 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 425 162 | Pittsylvania Ave | 0.42 | 8200 | G | 94% | 0% | 1% | 1% | 4% | C | 0.082 | F | 0.643 | 8400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 1466 162 | Lynch Mill Rd | 0.40 | 4600 | G | 96% | 1% | 1% | 1% | 2% | C | 0.112 | F | 0.626 | 4700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 1466 162 | Lynch Mill Rd | 0.49 | 3400 | G | 96% | 1% | 1% | 1% | 2% | F | 0.098 | F | 0.519 | 3500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 1466 162 | Lynch Mill Rd | 0.30 | 4300 | G | 96% | 1% | 1% | 1% | 2% | F | 0.093 | F | 0.525 | 4400 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| 1468 162 | Clarion Rd | 0.77 | 1500 | G | 96% | 1% | 0% | 1% | 2% | C | 0.078 | F | 0.551 | 1600 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| Cambell County | | | | | | | | | | | | | | | | |
| | Enterprise Drive | | 6100 | F | | | | | | | 0.093 | F | 0.599 | 6100 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | Enterprise Drive | | 5600 | F | | | | | | | 0.095 | F | 0.600 | 5600 | F | 2005 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Lynchburg | | | | | | | | | | | | | | | | |
| 4th Street | | 90 | G | | | | | | | | 0.152 | F | | 100 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Caroline St | | 500 | G | | | | | | | | 0.099 | F | | 550 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Chambers St | | 870 | G | | | | | | | | 0.102 | F | | 950 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Clayton Ave | | 660 | G | | | | | | | | 0.151 | F | | 720 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Danridge Dr | | 1200 | G | | | | | | | | 0.111 | F | | 1300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Enterprise Drive | | 14000 | F | | | | | | | | 0.1 | F | 0.593 | 14000 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Fairview Ave | | 430 | G | | | | | | | | 0.103 | F | | 470 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Fleetwood Dr | | 1200 | G | | | | | | | | 0.118 | F | | 1300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Georgia Ave | | 220 | G | | | | | | | | 0.117 | F | | 240 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Gorman Dr | | 340 | G | | | | | | | | 0.122 | F | | 370 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Hawthorne Rd | | 170 | G | | | | | | | | 0.147 | F | | 180 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Hayes Dr | | 130 | G | | | | | | | | 0.112 | F | | 140 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| John Scott Dr | | 400 | G | 97% | 2% | 1% | 0% | 1% | 0% | C | 0.111 | F | | 440 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Leyburn Ave | | 280 | G | | | | | | | | 0.158 | F | | 310 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Locksview Dr | | 1000 | G | | | | | | | | 0.116 | F | | 1100 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Maryland Ave | | 270 | G | | | | | | | | 0.103 | F | | 300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| McKinney Ave | | 340 | G | | | | | | | | 0.083 | F | | 370 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Mimosa Dr | | 710 | G | | | | | | | | 0.109 | F | | 770 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Morningside Dr | | 410 | G | | | | | | | | 0.183 | F | | 450 | G | 2005 |
| | | | | | | | | | | | | | | | | |
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Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Campbell Operational Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|-------|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Lynchburg | | | | | | | | | | | | | | | | |
| Myrtle St | | 610 | G | | | From: Westview Dr | | | | 0.123 | F | | | 660 | G | 2005 |
| | | | | | | To: Toledo Ave | | | | | | | | | | |
| New Hampshire Ave | | 430 | G | | | From: Oakridge Blvd | | | | 0.160 | F | | | 470 | G | 2005 |
| | | | | | | To: Tremont St | | | | | | | | | | |
| Oxford St | | 380 | G | | | From: McKinney Ave | | | | 0.115 | F | | | 410 | G | 2005 |
| | | | | | | To: Radcliffe Ave | | | | | | | | | | |
| Page St | | 3300 | G | | | From: Hillcrest Rd | | | | 0.096 | F | | | 3600 | G | 2005 |
| | | | | | | To: 2Nd St | | | | | | | | | | |
| Rhode Island Ave | | 260 | F | | | From: Tremont St | | | | 0.119 | F | | | 280 | F | 2005 |
| | | | | | | To: Fort Ave | | | | | | | | | | |
| Sanhill Dr | | 400 | G | | | From: Rhonda Dr | | | | 0.128 | F | | | 430 | G | 2005 |
| | | | | | | To: Apache Lane | | | | | | | | | | |
| Texas Ave | | 310 | G | | | From: Campbell Ave | | | | 0.119 | F | | | 340 | G | 2005 |
| | | | | | | To: Nevada Ave | | | | | | | | | | |
| Warren Ave | | 200 | G | | | From: Wingfield Ave | | | | 0.123 | F | | | 220 | G | 2005 |
| | | | | | | To: Perry Ave | | | | | | | | | | |
| Town of Altavista | | | | | | | | | | | | | | | | |
| Lakewood Dr | | 280 | G | | | From: Sourwood Lane | | | | 0.112 | F | | | 300 | G | 2005 |
| | | | | | | To: Dogwood Lane | | | | | | | | | | |
| Tabby Ln | | 230 | G | | | From: Laurel Lane | | | | 0.109 | F | | | 250 | G | 2005 |
| | | | | | | To: Woodhaven Lane | | | | | | | | | | |
| West Rd | | 140 | G | | | From: Forest St | | | | 0.123 | F | | | 150 | G | 2005 |
| | | | | | | To: Lynch Rd | | | | | | | | | | |